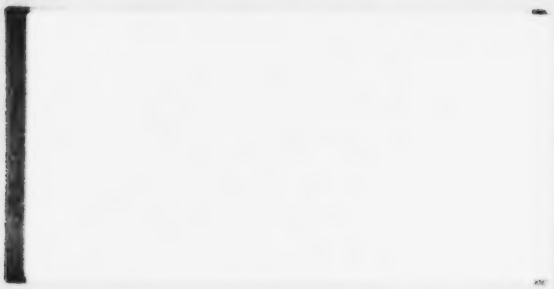
GOVERNMENT OF NEWFOUNDLAND AND LABRADOR



ARE SEAT BELT USERS SAFER DRIVERS ?

Department of Transportation

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SUMMARY

A survey of seat belt use by drivers was conducted at a roadside site in St. John's, Newfoundland on January 30, 1986. A total of 1355 observations were made to obtain 390 matches for drivers who used seat belts, and another 390 for drivers without seat belts. Following are some of the findings of the survey.

1. Seat belt usage does interact with sex. Females have a higher preponderance to wear seat belts.

2. Seat belt usage does interact with age of drivers. Drivers of 25 years and over have higher compliance rates than their younger counterparts. People of 65 years and above have highest wearing rate.

3. Seat belt usage does correspond to drivers record. The findings are statistically significant to support the relationship. People with greater numbers of violations, moving violations and non-moving violations are less likely to use seat belts.

4. Seat belt usage does correspond with the number of accidents. Non-belt users were 10% more likely to be involved in an accident. This increased to 43% more in drivers having two accidents.

5. Seat belt usage is independent of social economic status.

6. In sum, belt users have fewer violations and they seem to be more careful people. This study is conclusive that seat belt users are safer drivers.

1. INTRODUCTION

1.1. Purpose

The objective of this report is to investigate variables relevant for the use of seat belts in private automobiles in Newfoundland and to find out whether users are safer drivers. Knowledge of such variables should be of value in designing campaigns with the purpose of raising the level of seat belt usage by motorists.

1.2. Scope

The study of seat belt usage was designed only for Newfoundland. St. John's was chosen to represent the province since it is the capital city. In order to obtain as accurate as possible a sample, data were collected at the Village Mall because of a good traffic flow.

1.3. Limitations

This study gives an overview of the usage of seat belts in Newfoundland. Limitation of time demands that samples be selected in St. John's to represent the whole province. Since there has been very little research on the correlation between wearing seat belts and safer drivers, the author has a limited secondary material on the chosen topic. If the investigator had more time, she might have been able to:

a) select larger random samples, more evenly distributed as to age, sex, location, type of vehicles, etc.

b) design an extensive questionnaire

c) conduct personal/telephone interview with drivers

1.4. Sources

The information presented is tabulated from random samples of 390 matched vehicles with drivers wearing seat belts and another 390 matched vehicles with drivers not wearing seat belts. Integrated Database Management System (IDMS) was used to retrieve vehicle licence file and drivers' record. Interviews were conducted with :

a) Dr. Brian A. Grant, Research Psychologist (Transport Canada)

b) Mr. George Jerrett, Safety Administrator (Department of Transportation)

The results from library research were also included.

1.5. Definitions

1. Safety of a driver is defined as having less moving violations and a low accident record.

2. Seat belt usage refers to the use of three-point seat belt systems (i.e. automatic or manual lap and shoulder belts) of drivers since the majority of vehicles sampled in the survey were 1974 or newer models.

3. The terms "seat belt users" and "non-users" are restricted to mean the driver of the vehicle which was matched through the IDMS to be the owner of the surveyed vehicle.

1.6. Preview

The main part of this paper provides background information on car safety and seat belt usage in Newfoundland. Factors influencing the use of seat belts are examined. A comparison between seat belt users and non-users is noted in the study. The sampling strategy and methodology of the study are clearly explained. The findings give an analysis of the data obtained from the survey. Conclusions

and recommendations are derived based on the methodology and the findings. The report finishes with a bibliography and appendices.

2. BACKGROUND

2.1. Car Safety And Seat Belts

Motor vehicle crashes are among the leading causes of death in many parts of the world. Collisions are a serious social and economic problem. They are responsible for more than 30,000 deaths and 500,000 injuries each year (Geller, 1985). In Canada some 1,500 of 5,370 killed in roadway accidents in 1981 would not have died if 80% of Canadians used seat belts (Transport Canada, 1982). The value of automobile seat belts in reducing the chance on injury or death in collisions has been established by a considerable body of research (Bohlin, 1967). A study by Wilde (1975) examined the relationship between people's concern for safety and perceived effectiveness and favourability toward a number of traffic safety countermeasures. A national vehicle occupant restraint survey was conducted in 1981 to assess people's concern for automobile safety. Canadians appear to be aware of at least one safety standard and the most commonly mentioned was seat belts. Apparently, the safety value of seat belt is well accepted.

2.1.1. How Do Seat Belts Work?

In a 30-mile per hour crash test, the car takes about 0.6 m to come to a stop. This is an abrupt stop. The occupants usually stop over a much shorter distance, perhaps 2.5 to 5 cm. This difference in stopping distance means the occupants will stop much more abruptly than the car.

To allow the body to come to a more gradual stop, all of the car's stopping

distance has to be used. Holding the person in his/her seat with belts allows him/her to stop within about the same distance as the car. As a result, the forces on the body are greatly reduced.

The difference between the belted person's stopping distance and the unbelted person's stopping distance is often the difference between life and death. Seat belts give the person in the car an additional 1.5 m in which to stop (Appendix A).

2.1.2. Laboratory Findings

Since the early research showed seat belts could reduce injuries in automobile accidents, further research has gone into the testing and development of seat belt systems (Bohlin, 1966; Cichowski and Silver, 1968; Grush, Henson and Ritterling, 1972). A large body of evidence for the value of seat belts comes from different types of studies, all of which agree seat belts greatly reduce injury and death. These studies include laboratory testing, controlled test-tracked crashes, on-the-scene accident investigations and investigations of accident records.

To simulate a real-life crash in a laboratory setting, dummies have been built to approximate the human body. The dummies ride in a crash simulation sled - a structure similar to that of a car frame. The sled runs along a track which can be accelerated and stopped suddenly. In this way, the dummies can be subjected to forces similar to those that people experience in automobile accidents (Appendix B).

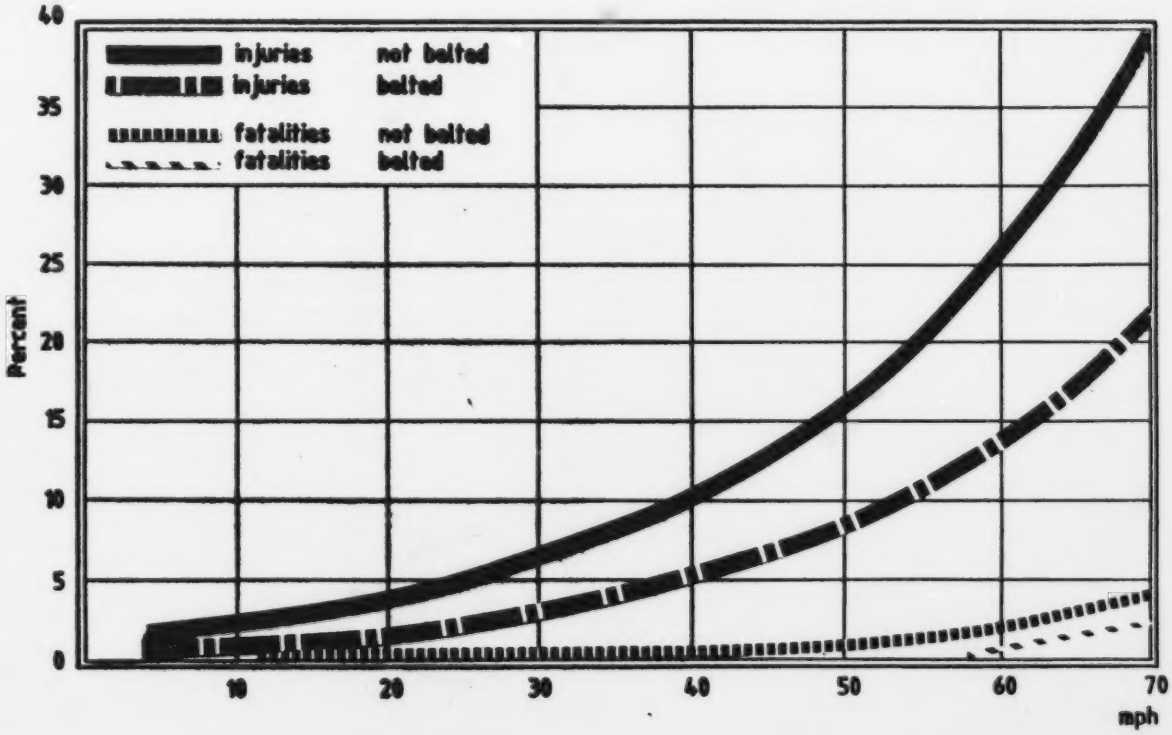
2.1.3. Evidence From Real Accidents

Seat belts reduce forces and injuries to dummies and to humans in laboratory settings. However, this alone does not prove they help people in real collisions. Real accidents are much more complex than controlled laboratory collisions, but actual accidents have been studied and the findings all point to the benefit of seat belts. Some of these studies involve on-the-scene investigations of accidents by teams of engineers and doctors (Shortridge, 1973; Siegel, VanWagoner and Nahum, 1969; Wilson and Savage, 1973). Both dead and injured persons are examined. The forces involved are estimated from damage sustained by the outside of the car. Damage to the car's interior and the occupant are matched to determine the cause of injury. These accident investigation studies have all concluded that about half or more of the deaths and serious injuries would have been avoided if seat belts had been worn.

In Metropolitan Toronto in 1970, 35 drivers and 22 passengers were killed in traffic accidents (Ministry of Health, Ontario, 1975). None of them were wearing seat belts. An investigation of these fatal accidents concluded more than half the deaths of both passengers and drivers could have been prevented if seat belts had been worn. When large numbers of accident records were surveyed, seat belts were found to reduce injury and death by about half. In Sweden, a major study of 28,000 accident records was conducted in the mid-1960's (Bohlin, 1967). This study included all kinds of accidents, serious and minor, but only one make of car was involved. All vehicles were equipped with three-point lap and shoulder belts. The study found belted people received about half as many injuries as unbelted

people in collisions at all speeds (Figure 1). No one wearing a seat belt was killed in any collision at speeds up to 60-mile per hour. Unbelted people were killed in collisions at speeds less than 20-mile per hour. The Swedish study is the most widely known of its type. However, similar studies have been done in North America and all have found belts save lives and reduce injuries in all types of real collisions (Huelke and Chewning, 1969; Kihlberg, 1969; Levine and Campbell, 1972).

Figure 1: Injury And Fatality Rate for Belted And Unbelted People



Seat belts are more protective in some kinds of collisions than others. They are more effective in head-on and front-angled accidents and rollovers than in side or rear end collisions. They also tend to be more effective at speeds of less than 60 miles per hour. However, vehicle occupants are better off in a side collision if they were wearing their seat belts. Seat belts cannot always prevent fatal injuries in extremely high-speed collisions or those which involve direct contact with an object, such as a tree, entering the car. However, they are of some benefit in nearly all accidents. Belts also help the driver to remain in his seat and in control of the car after a minor collision. This may prevent a second perhaps more serious accident.

Seat belt use surveys undertaken by Transport Canada in 1984 reported the estimates of the population taking advantage of shoulder belts when they are available increased from 52.0% in 1983 to 54.9% in 1984 for the nation as a whole (Table 1). The increase is noticeable among provinces with no seat belt use legislation (Prince Edward Island, Nova Scotia and Alberta). Averaged across these, estimated shoulder belt use increased from 15.4% to 19.6%. Among provinces, with compulsory belt use legislation the changes varied. In Manitoba, where compulsory belt use was enforced from April 1, 1984, the estimated proportion of drivers wearing their shoulder belts rose from 11.1% in 1983 to 61.6% in 1984. In British Columbia, the estimated proportion increased from 67.4% in 1983 to 72.7% in 1984, the highest rate achieved in any province. In Ontario shoulder belt rose, while Newfoundland and New Brunswick saw reductions from their peaks in 1983, and belt use fell also in Quebec and

Saskatchewan. Belt use among these seven provinces with legislation averaged 61.5% in 1984, virtually unchanged from the 61.4% observed in 1983 among the six provinces which then had legislation.

In 1984, 98% of the cars observed had shoulder belts available. The estimated proportion of drivers wearing shoulder belts among all cars (whether or not shoulder belts were available) increased from 50.5% to 53.7% nationally.

Canadians, on average, agree moderately seat belts are effective in reducing the severity of traffic collision injuries, but they agree only slightly that seat belts are convenient and comfortable to use. Generally, although Canadians are positive toward the use of seat belts, they have as yet not acquired the habit of wearing a seat belt all the time (Jonah and Dawson, 1982).

Table 1: Estimates Of Shoulder Seat Belt Use According To 1982, 1983 and 1984 Surveys

Province	% of Drivers Wearing Shoulder Belts		
	1982	1983	1984
Newfoundland	67.0	75.0	69.4
P.E.I.	7.2	5.5	9.1
Nova Scotia	8.5	11.9	20.1
New Brunswick	4.2	65.6	60.0
Quebec	66.5	59.5	53.7
Ontario	47.3	58.8	60.9
Manitoba	6.1	10.1	58.4
Saskatchewan	46.9	51.7	48.3
Alberta	16.6	17.2	19.3
British Columbia	50.4	62.6	69.4
Provinces with no seat belt legislation	11.8	14.5	19.2
Provinces with seat belt legislation	53.9	59.7	60.1
Canada	44.3	50.5	53.7

Source: Transport Canada, 1985

2.2. The Usage Of Seat Belts In Newfoundland

In Newfoundland, seat belt legislation was passed in 1981. Prior to the passage of Newfoundland's mandatory safety belt law, a comprehensive public education campaign to encourage safety belt wearing was initiated. Signs, billboards, radio and TV advertisements, school programs, films, slide shows, and pamphlets were disseminated province wide to encourage safety belt wearing. The Department of Transportation embarked upon a concentrated public education program for the following twelve months and the legislation was proclaimed into effect in July 1982. Newfoundland became the fifth province to adopt such a law. The compulsory seat belt law has shown favourable results after its enactment. Newfoundlanders buckled up in record numbers and in 1983 led all other provinces with respect to those wearing a shoulder harness in vehicles so equipped. Figures released by Transport Canada showed 72.2% of Newfoundlanders wore seat belts in 1982, a sharp increase over the 8.6% in 1981. The compulsory seat belt legislation must be given credit for a large percentage of this increase. Also, the enforcement by Royal Canadian Mounted Police and the Royal Newfoundland Constabulary attributed to the increase in seat belt usage. The police provided numerous warning tickets during the initial months of the law. During the winter of 1983, the wearing rate began to slip and the police forces commenced giving tickets subject to fines of $25.00. Due to their hard work and strict enforcement, Newfoundland led the nation in seat belt usage.

On average, belt use in Newfoundland increased from 16% of drivers before the law to 77% after the law (Lund and Zador, 1984). However, there is a clear

evidence there is a decrease in the use of seat belts. A research report on seat belt use conducted in June, 1985 by the Department of Transportation showed a provincial average wearing rate of 66.6%, a decrease of 12.1% as compared to the June, 1983 survey. The survey also revealed that in St. John's alone, only 58.8% buckled up their seat belts. This situation is regarded as definitely unsatisfactory in the light of the number of lives that could be saved and injuries prevented if seat belts were used. The contributing factor of a low wearing rate is lax enforcement. A method of stricter enforcement was used in 1983 resulting in an increase in seat belt use at that time.

Seat belt surveys conducted in 1983-1985 as documented in Table 2 showed female drivers in Newfoundland appeared to have a higher wearing percentage compared to the male drivers. There appeared also a high correlation of seat belt usage with age. Older drivers were more likely to wear seat belts than younger drivers. These findings correspond to those noted by the Ontario Ministry of Transportation and Communications.

3. VARIABLES AFFECTING THE USE OF SEAT BELTS

A number of studies have examined the influence of attitudes about the use of seat belts (Bragg, 1973; Fhaner and Hane, 1974; Knapper, Cropley and Moore, 1976).

3.1. General Use Level

Seat belts are now available in almost every car for the two front seats. In spite of their simplicity and demonstrated effectiveness, seat belts are used by less than one-third of the people who own them (Robertson, 1976). In highway driving, one front seat occupant out of three has the belt on, and in city traffic the proportion is only one to twenty (Fhaner and Hane, 1973). A national vehicle occupant restraint survey conducted by Jonah and Dawson (1982) revealed women to have a higher wearing rate. Older drivers also have a greater preponderance of seat belt use. The study showed seat belt use increased as a function of education.

3.2. Situational Factors

3.2.1. Traffic Environment

Reported seat belt use was greater for highway traffic than for trips around the city (Manheimer, Mellinger and Crossley, 1966; Fhaner and Hane, 1973).

Table 2: Seat Belt Survey: Provincial Average 1983-1985

Age Group	1983 Male	1983 Female	1983 Total	1984 Male	1984 Female	1984 Total	1985 Male	1985 Female	1985 Total
16-24	68.4	89.1	77.0	67.1	80.2	72.1	56.7	73.9	65.1
25-44	75.2	84.9	78.6	69.9	77.8	72.4	61.8	72.7	65.5
45-64	76.7	91.5	79.4	68.0	73.9	68.9	67.5	74.4	68.9
65+	86.0	75.0	85.2	80.3	60.0	78.8	78.8	100.0	80.2
Total	75.1	86.4	78.7	69.5	77.6	71.7	63.2	73.4	66.6

Source: Department of Transportation, Newfoundland, 1985.

3.2.2. Distance

The longer the distance to be travelled the more likely the driver is to put on seat belt (Bohlin, 1967; Campbell, Waller and Council, 1967; Sweetser, 1967). A Finnish study established a linear relation between frequency of belt use and trip length (Ratilainen and Korkea-aho, 1970). This is further supported by the Saskatchewan study (Saskatchewan Department of Highways and Transportation, 1972). Seat belts are least likely to be worn when the car is being used for a short distance (Fhaner and Hane, 1973).

3.2.3. Speed

A driver is more likely to put on seat belt in situations where one is liable to drive at a high speed (New York State Department of Motor Vehicles, 1963; Bohlin, 1967).

3.2.4. Weather And Road Condition

Shoulder belt use is related to pavement and weather condition (Wilde, 1977). The percentage use was greater during precipitation than when skies were bright.

3.2.5. Drivers and Passengers Relationship

The relationship between the driver and passengers influence driver's seat belt usage. The closer and more dependent the relationship the more likely is the driver to wear seat belt (Campbell, Waller and Council, 1967).

3.3. Demographic Variables

3.3.1. Age

Many studies report a positive correlation between seat belt use and age (Bohlin, 1967; Council, 1969; Dobson, 1970). On the contrary, other studies failed to find this relationship (Morgan, 1967; Waller and Barry, 1969; National Analysts, 1971). One study by Lindegard, Lindstrom and Theander (1961) reported an inverse relationship between age and seat belt usage, younger persons were found having greater use.

3.3.2. Sex

Earlier surveys have discovered that use of seat belts vary as a function of sex and age, although the nature of these relationships are not unequivocal (Bragg, 1973). Shoulder seat belt use was significantly more frequent in females than in males and in drivers of an estimated age under 25 than among older drivers (Wilde, 1977). However, American studies indicated men to be more frequent users (Campbell, Waller, Council, 1967; Council, 1969). The sex differences obtained can probably be explained by differences in other variables (Fhaner and Hane, 1973).

3.3.3. Education

Almost all reported studies indicated a positive covariation of seat belt usage and educational level (Manheimer and Mellinger, 1964; Sheppard and Colborne, 1968; National Swedish Road Safety Office, 1968). These positive correlations were obtained by both verbal reports and observational studies (Fhaner and Hane, 1973). In addition, parental education is a reinforcing factor for their children to use seat belts.

3.3.4. Social-Economic Status

Belt users seem to be on a higher social-economical level measure by occupation and income than non-users (Manheimer and Mellinger, 1964; Sweetser, 1976).

3.3.5. Marital Status

Married persons used seat belts more than the unmarried (Manheimer and Millinger, 1964; Dobson, 1970).

3.3.6. Place of Residence

People living in large cities tend to use seat belts more frequently than individuals living in small cities and they in turn tend to use belts more than rural residents (Robertson and Haddon, 1972; Robertson, O'Neill and Wixom, 1972).

3.3.7. Accident Record

No differences in belt usage have been found between those who have been involved in a traffic accident and those who have not (Waller and Barry, 1969). Individuals who had a friend or relative injured but not killed in a crash tend to use seat belt more (Robertson, O'Neill and Wixom, 1972).

4. COMPARISON BETWEEN SEAT BELTS USERS AND NON-USERS

Research has been done on personality differences between belt users and non-users (Fhaner and Hane, 1973). It was found that belt users and non-users alike express a very favourable attitude to seat belts, the belt users being only somewhat more favourable. In a Swedish study belt users were hypothesized to be different in personality variables related to risk-taking from non-user (Hultgren and Jonsson, 1970). In an American study, it was found persons showing behavior that can be characterized as well adjusted with respect to others are likely to be belt users (Rodolf and Kenel, 1969). Persons who exhibit behavior generally characterized by forceful ongoing action, vigorous efforts to assert oneself over others or withdrawal from contact with others tend to be non-users (Fhaner and Hane, 1973). Non-users tend to be either impulsive and careless or so rigid they find difficulty getting into new habits (Manheimer, Mellinger and Crossley, 1966). Also non-users seem more likely to have regular medical check-ups and are more likely to be cigarette smokers. Non-users of seat belts are more commonly found among people with lower incomes, among those who consider themselves low on the Cantril ladder of life, who are infrequent church attenders, and who feel themselves to be lacking in power to influence their lives (Helsing and Comstock, 1977). There is also a suggestive association between aggressiveness and non-use of seat belts, which is consistent with the findings of others that individuals with more demerit points for traffic violations have more accidents (Chipman and Morgan, 1975) and drivers involved in accidents are less likely to be wearing seat

belts than drivers not involved in accidents (Campbell, 1969). The most frequent reason given by non-users is the fear of entrapment by the seat belt (Manheimer and Mellinger, 1967). Other reasons include forgetfulness, laziness, inconvenience and discomfort (Raeder and Kuziomko, 1968; Waller and Barry, 1969).

Non-users expressed the belief that a seat belt might be difficult to unlock in the event the car caught fire or landed in the water. A feeling of constraint and discomfort is a common excuse for non-use. For some people this feeling seemed to be a general and deeprooted aversion against being tied up, but for others it appeared to concern the restricted area of motion, the difficulty to reach. On the other hand, some people felt increased comfort from wearing a seat belt, either by the physical support offered by a belt, especially on winding roads, or by the generation of a feeling of security. It was also held that the use of seat belts could influence the risk of accidents, either by making people feel too secure, leading to careless driving or by making drivers less anxious, leading to safer driving. The image of a driver also seemed to be affected by belt use (Fhaner and Hane, 1973). To some people seat belt usage was a sign of being a good and careful driver and of being responsible and having good judgment, while to some others a seat belt user was an anxious and insecure driver. A study by Knapper *et al.*, (1976) revealed drivers using seat belts as more safety conscious, had a desire for security, and had confidence in seat belts.

5. SAMPLING STRATEGY AND METHODOLOGY

5.1. The Sample

Independent random samples were selected from each of two normally distributed population.

Population 1 = drivers wearing seat belts

Population 2 = drivers not wearing seat belts

5.2. Sample Size

The error of estimation was required to be less than 5%, with 95% confidence level. The following formula determined the sample size.

$$n = \frac{z^2_{\alpha/2}\, pq}{B^2}$$

$$= \left(\frac{1.96}{0.05}\right)^2 \times 0.25 = 385$$

where:

n = the size of the sample

$z_{\alpha/2}$=Value of standard normal variable with an area $\alpha/2$ to its right.

p= probability of success for the binomial distribution (conservatively, chosen to equal 0.5)

q= probability of failure for the binomial distribution (conservatively, chosen to equal 0.5)

B= error of estimation

A sample size of 390 was chosen to represent a valid statistical analysis.

5.3. Sample Design

The sample design was a replicated probability sample. For consistency with the Department of Transportation Seat Belt Survey, a similar format was used to collect data. Seat belt usage was defined to mean drivers wearing a shoulder belt. The survey distinguished belt use by drivers' age and sex. Vehicle licence plates were observed and recorded. The sample consisted of drivers in private automobiles with Newfoundland licence plates travelling at the observational site. Buses, taxis, trucks, jeeps, vans, campers, government, and police vehicles were excluded from the study.

5.4. Method

An observational site was set up at a parking lot close to shopping malls. The location had a good traffic flow and data were collected on a clear day. All observations were made from within a car and recorded by the author. The site had an excellent view to the opposite side of the road which was a T-junction. Vehicles moving out of the T-junction were observed. Only cars turning right to the main road were recorded since they moved slowly in front of the parked car to make the turn (Figure 2). This procedure ensured accurate observations of the drivers' seat belt use. There was no direct contact or interview with drivers. No warning or signs were used to indicate to the traffic of the presence of the survey. Binoculars were not used since observations were done on a clear day.

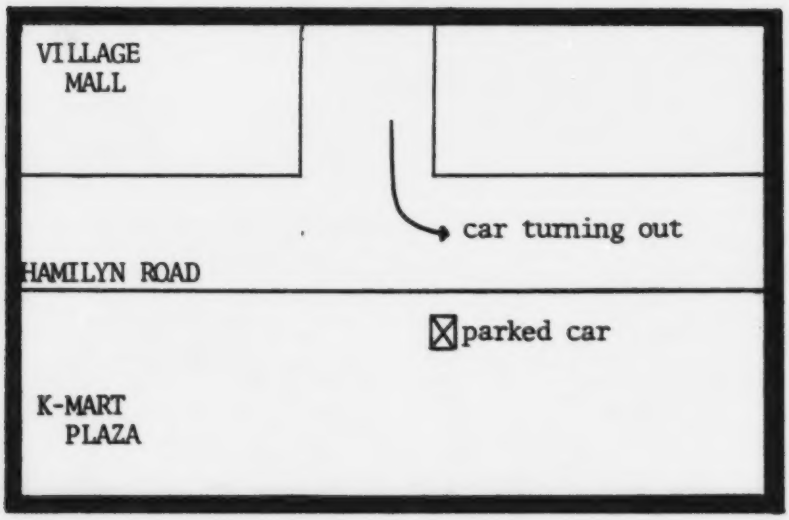
The first roadside survey was conducted on January 30, 12:00 noon to 4:00 p.m. A total of 953 samples were recorded on the data sheet. The data sheet

(Appendix C) included four categories: Seat belt use, sex, estimated age group, and vehicle's licence plate number.

The steps of recording the data were as follows:

1. Observed the vehicle at the T-junction.
2. Observed whether the driver was wearing shoulder belt.
3. Record the appropriate seat belt or no seat belt data.
4. Observed the sex and estimated age group.
5. Record the sex and estimated age group.
6. Observed the vehicle licence plate.
7. Record the vehicle licence plate.
8. Repeat Step 1-7.

Figure 2: Observational Site



The observations recorded were transferred onto the vehicle owner data form (Appendix D) for processing to match the survey with the Motor Registration record. This was to determine whether the observed driver was the owner of the vehicle. The process involved using the Integrated Database Management System (IDMS) to search the vehicle licence file to find matches for the plate numbers. IDMS contained records of all accidents and traffic violations in Newfoundland in the past three years. If a plate number in the vehicle file was matched in terms of the drivers sex and age, the owner's name, address and driving licence number were recorded. A search was made to find the driver record of the owner. Information on the number of accidents and convictions were recorded for further processing. Each accident and types of convictions were noted and classified into moving violations or non-moving violations (Appendix E). Moving violations included speeding and passing through red lights. Non-moving violations were parking offences. Attempts were made to determine the social economic status of each vehicle owner by regional study. The postal code in the address obtained from the computer record were classified into three classes: High, Middle, and Low. A Metropolitan St. John's postal code map was used to divide into the three categories (Appendix F). Most of the regions were classified as middle social class, followed by lower and only one region as high class.

The sample collected at the first survey was 953; 475 were observed to wear seat belts and 478 without seat belts. 275 out of 475 with seat belts were matched as to the owner of the vehicle on the basis of sex and age and 277 out of 478

without seat belts were matched. This sample size fell short of the required 390. A second survey was conducted at the same site to obtain the quota. 402 observations were made; 219 with seat belts and 183 without seat belts. A total of 1,355 observations were made to obtain 390 matches for seat belts and 390 for non seat belts.

6. FINDINGS

A total of 1,355 observations were made. Of these, 694 drivers were wearing seat belt and 661 not wearing seat belt. 390 matches to vehicle owners were obtained from the two categories. The sex and age distribution of vehicle owners are presented in Table 3 and 4 respectively. In both these distributions 20% more males were observed to be vehicles owners which was somewhat expected. The 25-44 age group recorded highest rate of vehicle ownership compared to the other three age groups.

Chi-square analyses were used to determine the significance of differences in seat belts characteristics. To make comparisons between seat belts users and non-users as meaningful as possible, the chi-square statistical method was applied (Appendix G). A null hypothesis was developed for sex which assumed that regardless of seat belt usage, sex was independent of seat belt usage. If the chi-square value obtained exceeded the chi-square distribution value at the 0.05 confidence level, this hypothesis was rejected and the alternate hypothesis was accepted. The alternative hypothesis was formulated in the format: "Sex does not interact with seat belt usage." Next, the chi-square values for each element were examined to determine which elements in particular had the greatest effect on the analysis. Analysis of each variable is contained in Appendice H to N. The other variables of age, violations, number of accidents, and social economic status were tested by the same method to determine data significance. Patterns of association between these variables and shoulder belt use were analysed. The data shed light on the following specific questions:

1. Does seat belt use vary as a function of sex?

2. Does seat belt use vary as a function of age?

3. Does seat belt use vary as a function of driver record?

4. Does seat belt use vary as a function of driver accident history?

5. Does seat belt use vary as a function of social-economic status?

Table 3: Sex Distribution of Drivers

	Male	Female	Total
With Seat Belt	235	155	390
Without Seat Belt	281	109	390
Total	516	264	780

Source: Survey calculated by author.

Table 4: Age Distribution of Drivers

	16-24	25-44	45-64	65+	Total
With Seat Belt	21	205	109	55	390
Without Seat Belt	38	192	112	48	390
Total	59	397	221	103	780

Source: Survey calculated by author.

6.1. Drivers' Sex Distribution Related To Seat Belt Usage

Seat belt usage does interact with sex and particularly for these data, the preponderance of female drivers wearing seat belts is greater than male. This finding is valid for both 95% and 99% confidence level. The two way interaction between seat belt usage and sex is statistically significant for drivers ($X^2 = 22.76$; df = 1, $X^2_{0.05} = 3.84146$, $X^2_{0.01} = 6.63490$. See Appendix H)

6.2. Drivers' Age Distribution Related To Seat Belt Usage

Seat belt usage does interact with age of drivers. Drivers of 25 years and over had higher compliance rates than their younger counterparts. Older people were more likely to wear seat belts. Drivers of 65 years and over had highest wearing rate at 53%. The data is significant in Newfoundland and corresponds to the seat belt surveys conducted in 1983-1985 by Department of Transportation. The result has a 99% confidence level ($X^2 = 151.55$; df = 3, $X^2_{0.05} = 7.81473$, $X^2_{0.01} = 11.3449$. See Appendix I)

6.3. Drivers' Record Related To Seat Belt Usage

Since safety of a driver is revealed by the driver record, the lesser the convictions and accidents, the safer is the driver. Record of drivers were grouped into three sections.

6.3.1. Violations

Seat belt usage does interact with violations which included both moving and non-moving. The analysis showed non-users are more likely to have more violations. With the removal of seat belt violations there is statistical significance that seat belt users have fewer violations compared to non users. This is valid for both 95% and 99% confidence level where $X^2 = 59.29$; df = 4, $X^2_{0.05} = 9.4877$, $X^2_{0.01} = 13.2767$ (See Appendix J).

6.3.2. Moving Violations

When violations were sub-grouped into moving and non-moving, seat belt usage continued to interact with both categories. The findings correlate with the main group and non belt users committed more violations. This has a 99% confidence interval where $X^2 = 18.18$; df = 4, $X^2_{0.01} = 13.2767$ (See Appendix K).

6.3.3. Non-Moving Violations

As mentioned above, seat belt usage does interact with non-moving violations. Drivers who wear seat belt are less likely to commit non-moving violations. This finding corresponds to the data for moving violations where $X^2 = 56.38$; df = 4, $X^2_{0.05} = 9.4877$, $X^2_{0.01} = 13.2767$ (See Appendix L). Non belt users committed more non-moving violations compared to belt users.

6.4. The Number Of Accidents Related To Seat Belt Usage

Seat belt usage does interact with the number of accidents. Non belt users were 10% more likely to be involved in an accident. This increased to 43% more in drivers having two accidents. The findings are statistically valid for both 95% and 99% confidence level where $X^2 = 13.75$; df = 3, $X^2_{0.05} = 7.8147$, $X^2_{0.01} = 11.3449$ (Appendix M).

6.5. Social Economic Status Related To Seat Belt Usage

Seat belt usage does not interact with social economic status. The analysis showed that null hypothesis was accepted and belt use has very little relationship with social economic status. This is strongly significant in the study where $X^2 = 0.044$; df = 2, $X^2_{0.05} = 5.9915$, $X^2_{0.01} = 9.2103$ (Appendix N). This was done in a gross fashion. Telephone interview was not available to get the income, occupation and education level of the vehicle owner.

7. CONCLUSIONS

The results of seat belt usage study conducted in St. John's, Newfoundland on January 30, 1986 suggest the following :

1. Seat belt usage does interact with sex. Female have a higher preponderance to wear seat belts.

2. Seat belt usage does interact with age of drivers. Drivers of 25 years and above have higher compliance rates than their younger counterparts. People of 65 years and over have highest wearing rate.

3. Seat belt usage does correspond to drivers record. The findings are statistically significant to support the relationship. People with greater numbers of violations, moving violations and non-moving violations are less likely to use seat belts.

4. Seat belt usage does correspond with the number of accidents. Non-belt users were 10% more likely to be involved in an accident. This increased to 43% more in drivers having two accidents.

5. Seat belt usage is independent of social economic status.

6. In sum, belt users have fewer violations and they seem to be more careful people. This study is conclusive that seat belt users are safer drivers.

8. RECOMMENDATIONS

This study aimed at investigating the variables related to seat belt usage in private automobiles in Newfoundland. Knowledge of such variables are of value in designing campaigns with the purpose of raising the level of seat belt usage by motorists. Following are some recommendations:

1. Responsible officials in each jurisdiction should have an active program to encourage non-belt users to join the users, since these people are identified by age, sex, violations, and number of accidents. Stricter enforcement by the police force will help increase seat belt wearing rate.

2. Seat belts campaigns to encourage non-belt users by rewarding people when they are buckling up. Giving rewards like hamburger coupons or discount tickets, etc. will promote a positive attitude toward safety belts because they are not seen as a threat to individual freedom. This may help develop and continue the safety-belt use habit after a few rewards.

3. Employers could adopt safety-belt incentive program to reduce the tremendous costs resulting from vehicle accidents involving unbelted employees.

4. The loss of three demerit points for non use of seat belts under the proposed provincial demerit point control system for drivers will eventually assist in the removal of driving privileges of the more unsafe drivers.

5. Enforcement and education campaign strategies should be geared toward the young male driver.

6. Additional research is required to determine what factors influence the small group of non belt users.

7. Further research of a more fine grained nature is required on socio-economic status.

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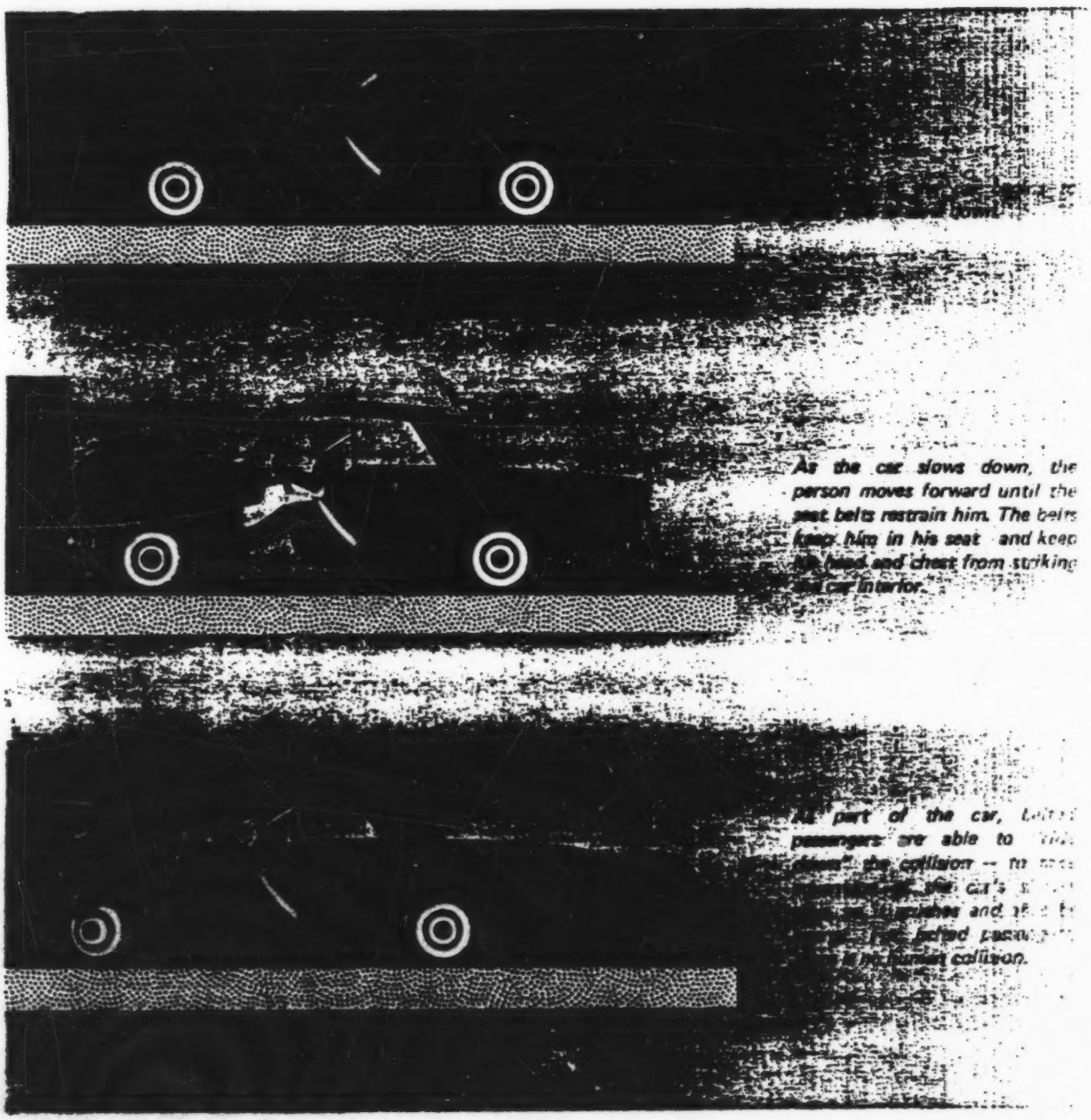
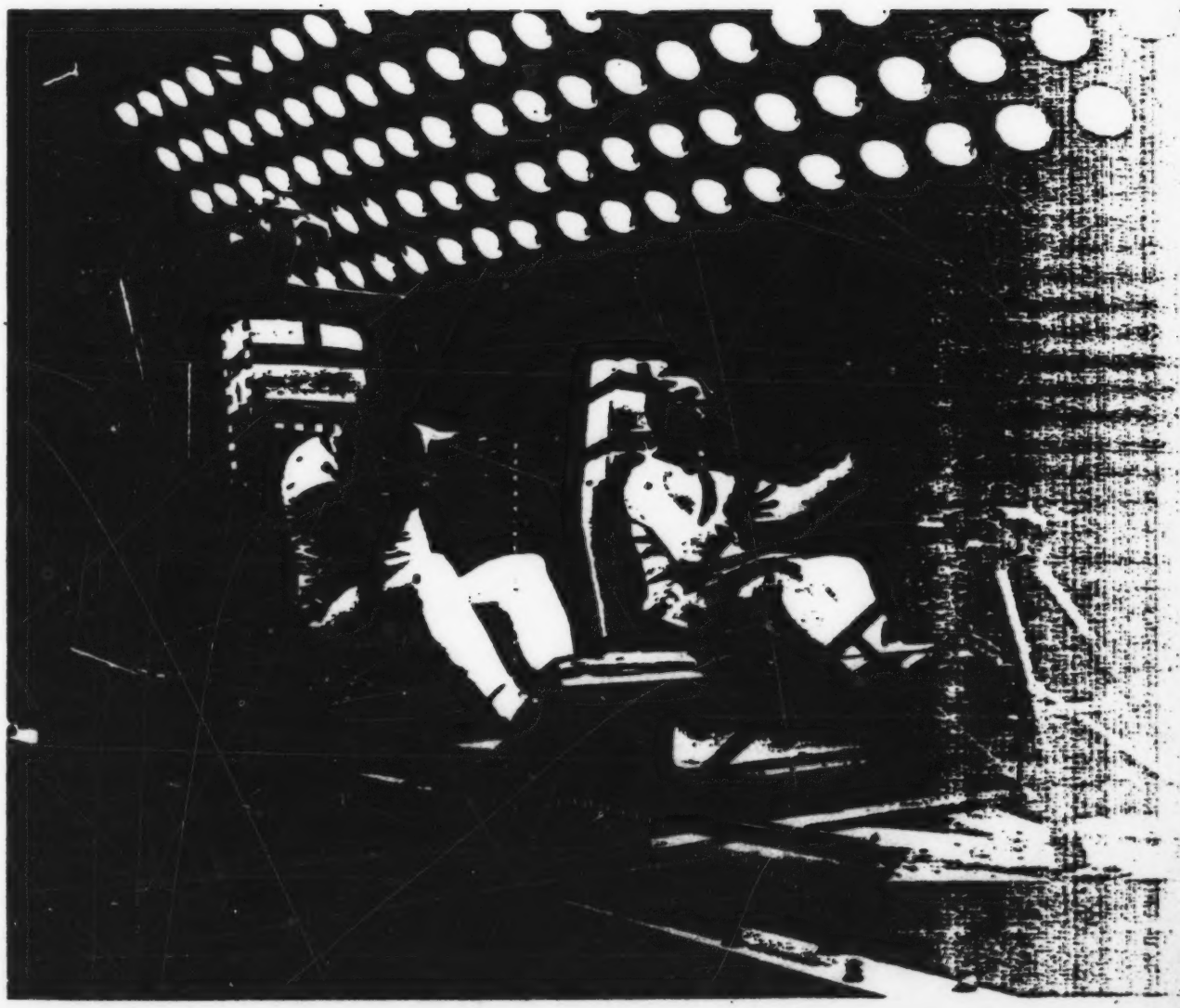
APPENDICES

APPENDIX A


As the car slows down, the person moves forward until the seat belts restrain him. The belts keep him in his seat and keep his head and chest from striking the car interior.

Source: Ministry of Transportation and Communications, Ontario

APPENDIX B



This crash sled simulates the forces of an actual collision. Sleds like this are well suited for use by human volunteers

Source: Ministry of Transportation and Communications, Ontario

APPENDIX C

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Licence Plate No.	AGE	SEX
	☐ 16-24 ☐ 25-44 ☐ 45-64 ☐ 65+	☐ Male ☐ Female

Source: Department of Transportation, NF

APPENDIX D

VEHICLE OWNER DATA

Licence Plate No. [ ][ ][ ]-[ ][ ][ ]

Driver Licence No: [ ][ ][ ][ ][ ][ ][ ][ ][ ][ ]

Owner's Name: _____

Address: _____

_____

_____

Telephone: [ ][ ][ ]-[ ][ ][ ][ ]

Sex: F: Female
M: Male

R [ ] S [ ]

Age: R [ ][ ] S

- [ ] 16-24
- [ ] 25-44
- [ ] 45-64
- [ ] 65+

Accident Record

Number of Accidents: [ ][ ]

Property Damage [ ] Injury [ ] Fatal [ ]

Convictions

[ ][ ][ ] [ ][ ][ ]

[ ][ ][ ] [ ][ ][ ]

[ ][ ][ ] [ ][ ][ ]

[ ][ ][ ] [ ][ ][ ]

Source: by author

APPENDIX E

RUNDATE 84/11/13
PROGRAM L1552005

PROVINCIAL TRAFFIC COURT SYSTEM
ACT/REGULATION LISTING

REPORT NO. 520

PAGE 1

INTERNAL CODE	ACT	-	IO	DESCRIPTION	FINE	PTS	VIOLAT CODE	INACTIVE DATE	S T
C01	C	203		CRIMINAL NEGLIGENCE CAUSING DEATH	0.00	0			A
C02	C	204		CRIMINAL NEGLIGENCE CAUSING BODILY HARM	0.00	0			A
C03	C	233	01	CRIMINAL NEGLIGENCE IN THE OPERATION OF A MOTOR VEHICLE	0.00	0	A		A
C04	C	233	02	FAILING TO REMAIN AT THE SCENE OF AN ACCIDENT	0.00	0	A		A
C05	C	233	04	DANGEROUS DRIVING	0.00	0	A		A
C06	C	234	01	IMPAIRED DRIVING	0.00	0	A		A
C07	C	234	01 2	REFUSING THE ROADSIDE ALERT	0.00	0	A		A
C08	C	238	02	REFUSING THE BREATHALYZER	0.00	0	A		A
C09	C	236	01	FAILING THE BREATHALYZER	0.00	0	A		A
C10	C	238	03	DRIVING WHILE DISQUALIFIED	0.00	0	A		A
C11	C	239		OPERATING A MOTOR VEHICLE EQUIPPED WITH A SMOKESCREEN	0.00	0	A		A
C12	C	295		TAKING A MOTOR VEHICLE WITHOUT OWNERS CONSENT	0.00	0	A		A
C13	C	219		MANSLAUGHTER BY USE OF A MOTOR VEHICLE	0.00	0	A		A
C14	C	387	03	PUBLIC MISCHIEF	0.00	0	A		A
000	J	702		00 0049	0.00	0	A		A
001	R	005	02	EXPIRED PARKING METER	0.00	0			A
002	R	006		OVERPARKED ON AN EXPIRED METER PM	0.00	0			A
003	R	006	02	8:30AM TO 5:30AM PM	2.50	0	0		A
004	R	002		STREET CLEANING STC	2.50	0	0		A
005	R	002		SNOW CLEARING SNC	2.50	0	0		A
006	R	007		IMPROPERLY PARKED PM	2.50	0	0		A
007	M	127	19 A	FAILING TO OBEY NO PARKING SIGN	2.50	0	0		A
008	M	127	2C	PARKED WITHOUT PROPER PERMIT	5.00	0	0		A
009	M	181	01 C	PARKED WITHIN AN INTERSECTION	10.00	0	0		A
010	M	181	01 E	PARKED WITHIN A CROSSWALK	10.00	0	0		A
011	M	181	01 C	PARKING IN NO PARKING / NO STOPPING ZONE	10.00	0	0		A
012	M	181	01 M	DOUBLE PARKED	25.00	0	0		A
013	M	181	01 A	PARKED ON SIDEWALK	10.00	0	A		A
014	M	182		PARKED HEADING IN WRONG DIRECTION	10.00	0	A		A
015	M	181	01 B	PARKED IN FRONT OF A DRIVEWAY OR LOADING DOOR	10.00	0	A		A
016	M	003		PARKED IN A LOADING ZONE	10.00	0	A		A
017	M	182	A	PARKED MORE THAN 30 CM FROM CURB	10.00	0	A		A
018	M	181	01 D	PARKED LESS THAN 1 METER FROM HYDRANT	5.00	0	C		A
019	M	127	21	PARKED ON BUS STOP	10.00	0	C		A
020	M	180	02	PARKING AS TO OBSTRUCT TRAFFIC	25.00	0	C		A
021	M	180	01	PARKING ON ROADWAY	10.00	0	C		A
022	M	181	01 G	PARKING WITHIN 10 METERS OF TRAFFIC CONTROL DEVICE	25.00	0	C		A
023	M	181	01 H	PARKING TOO NEAR ENTRANCE / EXIT OF HOTEL SCHOOL ETC	10.00	0	C		A
024	M	181	01 I	PARKING TOO NEAR SAFETY ZONE	10.00	0	C		A
025	M	181	01 K	PARKING TOO NEAR FIRE STATION	10.00	0	C		A
026	M	181	01 J	PARKING TOO NEAR RAILWAY CROSSING	10.00	0	C		A
027	M	181	01 N	PARKING ON A BRIDGE OR IN A HIGHWAY TUNNEL	25.00	0	C		A
029	M	181	01 O	PARKING IN NO PARKING / NO STOPPING ZONE	10.00	0	C		A
031	M	183		PARKING CAUSING DANGER TO PERSONS USING HIGHWAY	10.00	0	C		A
032	M	184		PARKED VEHICLE NOT VISIBLE TO APPROACHING TRAFFIC	10.00	0	C		A
033	M	185		PARKING VENDING VEHICLE ON HIGHWAY	25.00	0	A		A
034	M	189		PARKING TOO CLOSE TO A BUS STOP	25.00	0	C		A
035	M	127	28 A	PARKED IN COMMERCIAL VEHICLE ONLY AREA	25.00	0	C		A
036	M	127	29 A	FAILURE TO OBEY SIGN RESTRICTING HIGHWAY USE TO CERTAIN CLASS VEHICLES	25.00	0	C		A
					10.00	0	C		A

Source: Department of Transportation, NF

INTERNAL CODE	ACT - ID	DESCRIPTION	FINE	PTS	VIOLAT CODE	INACTIVE DATE	S T
037	H 127 30 A	FAILURE TO OBEY SIGN RESTRICTING HIGHWAY USE TO VEH OF CERTAIN HGH	50.00	0	0		A
038	H 130	ALTERING INJURING OR REMOVING TRAFFIC SIGNS	50.00	0	0		A
039	H 209	COMMERCIAL VEHICLE PARKED IN RESIDENTIAL AREA	10.00	0	0		A
040	H 129	ADVERTISING ON TRAFFIC CONTROL DEVICE	10.00	0	0		A
041	R 007 01 D	NO PARK LIGHTS ON WHEN PARKED	10.00	0	0		A
042	H 128	ERECTING SIGNS TO INTERFERE WITH TRAFFIC SIGNS	10.00	0	0		A
043	H 129	PLACING COMMERCIAL SIGN ON A TRAFFIC SIGN	25.00	0	0		A
044	H 181 01 F	PARKING WITHIN 6 M OF APPROACH SIDE OF CROSSWALK	10.00	0	0		A
046	H 181 02	MOVING VEHICLE NOT LAWFULLY UNDER CONTROL INTO ILLEGAL PARKING PLACE	25.00	0	0		A
047	H 166 01	FAILING TO REMOVE VEHICLE FROM HIGHWAY	25.00	0	0		A
048	H 166 12	FAILING TO SURRENDER VEHICLE LICENCE	10.00	0	0		A
049	R 004 01 D	TANDEM AXLE WEIGHT IN EXCESS OF 18000 LBS	10.00	0	0		A
050	R 004 01 E	WHEEL WEIGHT IN EXCESS OF WEIGHT PERMITTED	10.00	0	0		A
051	R 004 01	OPERATING OUTSIDE PROJECT AREA WITHOUT APPROVAL	10.00	0	0		A
052	R 004 01 B	AXLE WEIGHT IN EXCESS OF 18000LBS	10.00	0	0		A
053	R 004 01 C	TANDEM WEIGHT IN EXCESS OF 34000 LBS	10.00	0	0		A
054	R 004 01 A	HGW IN EXCESS OF LICENSED WEIGHT	10.00	0	0		A
055	R 003	RESTRICTED STOPPING COMMERCIAL VEHICLES WATER ST TR	10.00	0	0		A
056	R 003	NO PARKING 60C PR TO MIDNIGHT	5.00	0	0		A
057	R 040	OPERATING OR PARKING VEHICLE WITHOUT PERMIT	5.00	0	0		A
058	R 042 A	OPERATION NOT PERMITTED BY NHB	25.00	0	0		A
059	R 042 B	OPERATION NOT PERMITTED BETWEEN RAILROAD TRACKS	50.00	0	0		A
060	R 042 C	VEHICLE CROSSING RAILROAD TRACKS NOT AT CROSSING	50.00	0	0		A
061	R 042 C	SPEEDING OR DRIVING IN DANGEROUS MANNER	25.00	0	5		A
062	R 037	OPERATING VEHICLE ON NHB PROPERTY WITHOUT PERMISSION	7.00	0	0		A
063	R 042 E	EXCEEDING LOAD LIMIT	25.00	0	0		A
064	R 042 F	OPERATING VEHICLE LOAD LEAKING	25.00	0	0		A
065	R 042 G	VEHICLE IMPROPERLY LOADED	25.00	0	0		A
066	R 041 01 A	PARKED CREATING OBSTRUCTION OR INTERFERENCE	5.00	0	0		A
067	R 041 01 B	PARKED IN AREA OTHER THAN WHERE PERMIT VALID	5.00	0	0		A
068	R 041 01 C	OVERPARKED	5.00	0	0		A
069	R 044	PROVIDING OR RECEIVING FUEL WITHOUT NHB APPROVAL	50.00	0	0		A
071	R 043 01 E	PARKED VEHICLE LOAD LEAKING	25.00	0	0		A
072	R 043 01 A	PARKED CREATING OBSTRUCTION NHB	7.00	0	0		A
073	R 043 01 B	PARKED IN AREA WHERE PERMIT NOT VALID NHB	7.00	0	0		A
074	R 043 01 C	PARKED OVER MAXIMUM TIME NHB	7.00	0	0		A
075	R 043 01 F	FAILED TO COMPLY WITH TERMS OF PERMIT	5.00	0	0		A
076	R 003 F	SNOW CLEARING METRO BOARD	2.50	0	0		A
077	R 003	SNOW CLEARING MOUNT PEARL	2.50	0	0		A
078	R 015	PARKING ON CBC LOT WITHOUT PERMIT	5.00	0	0		A
079	H 190 01	PARKED ON PRIVATE PROPERTY	25.00	0	0		A
080	H 190 Co 0	PARKED ON CHURCH PROPERTY	25.00	0	0		A
081	R 003 A	IMPEDING SNOW CLEARING	2.50	0	0		A
082	R 002	SNOW CLEARING NP	2.50	0	0		A
083	R 03	TAXI PARKED OTHER THAN DESIGNATED AREA NP	5.00	0	0		A
084	R 004	PSV LOADING OR UNLOADING OTHERTHAN DESIGNATED STOP NP	5.00	0	0		A
085	R 005	BUS STOP NP	10.00	0	0		A
086	H 006 01	OBSTRUCTING TRAFFIC NP	10.00	0	0		A
087	H 006 02	PARKED ON WRONG SIDE OF ROAD NP	5.00	0	0		A
088	H 006 02 A	PARKED MORE THAN 30cm ON FROM THE CURB NP	5.00	0	0		A

INTERNAL CODE	ACT	-	ID		DESCRIPTION	FINE	PTS	VIOLAT CODE	INACTIVE DATE	S T
089	H	007			COMMERCIAL VEHICLE NOT PERMITTED TO OBSTRUCT TRAFFIC HP	10.00	0	0		A
090	H	008			COMMERCIAL VEHICLE CROSSING SIDEWALK MUST SIGNAL HP	5.00	0	0		A
091	H	009			PARKED LESS THAN 3 M FROM HYDRANT HP	5.00	0	0		A
092	H	010			PARKED IN FRONT OF DRIVEWAY OR TAXI STAND HP	5.00	0	0		A
093	H	011	01		PARKED ON SIDEWALK HP	5.00	0	0		A
094	H	011	03		PARKED WITHIN 6 M OF APPROACH SIDE OF CROSSWALK HP	5.00	0	0		A
095	H	011	03		DOUBLE PARKED HP	5.00	0	0		A
096	H	011	04		PARKED WITHIN 6 M OF AN INTERSECTION HP	5.00	0	R		A
097	H	013	01		PARKED WITHIN 183 M OF OPERATING FIRE APPARATUS HP	5.00	0	0		A
098	H	013	02		PARKED IN FIRE LANE HP	10.00	0	0		A
099	H	016			PARKED AS TO IMPEDE SNOW REMOVAL HP	5.00	0	0		A
101	H	131	01	B	DRIVING WITHOUT DUE CARE AND ATTENTION	5.00	0	0		A
102	H	131	02	A	SPEEDING ON PAVED PORTIONS OF TCH	80.00	0	A		A
103	H	131	02	C	SPEEDING ON GRAVEL HIGHWAY	28.00	0	S		A
104	H	131	02	D	SPEEDING ON PAVED HIGHWAY OTHER THAN TCH	28.00	0	S		A
105	H	131	02	D I	SPEEDING THROUGH SETTLEMENT	28.00	0	S		A
106	H	131	02	D II	SPEEDING WHEN PASSING SCHOOL BUILDING OR SCHOOL GROUNDS	28.00	0	S		A
119	H	068	02		DRIVING WHILE DRIVERS LICENSE UNDER SUSPENSION	25.00	0	S		A
124	H	127	16		FAILING TO STOP AT A STOP SIGN	50.00	0	H		A
125	H	131	01	A	IMPRUDENT DRIVING	28.00	0	H		A
126	H	127	22		IN CONTRAVENTION OF S 127 1 SPEEDING	80.00	0	A		A
127	H	191	01	A	FAILING TO REMAIN AT THE SCENE OF AN ACCIDENT	25.00	0	S		A
128	H	191	01	B	FAILING TO GIVE NAME AND ADDRESS WHEN INVOLVED IN AN ACCIDENT	100.00	0	A		A
129	H	191	02		FAILURE TO NOTIFY OWNER AFTER COLLIDING W/ UNATTENDED VEHICLE	100.00	0	H		A
130	H	191	03		FAIL TO NOTIFY OWNER WHERE OTHER PROPERTY DAMAGED	28.00	0	A		A
131	H	147		A	NOT USING DUE CARE TO AVOID ACCIDENT WITH PEDESTRIAN	28.00	0	A		A
132	H	192	01		DRIVER OF VEHICLE FAILING TO MAKE WRITTEN REPORT	50.00	0	H		A
133	H	198	03		MAKING FALSE STATEMENT	25.00	0	A		A
134	H	191	04	A	BICYCLE OPERATOR FAILING TO REMAIN AT ACCIDENT	80.00	0	H		A
135	H	191	04	B	BICYCLE OPERATOR FAILING TO RENDER ASSISTANCE	10.00	0	0		A
136	H	191	04	C	BICYCLE OPERATOR NOT GIVING NAME AND ADDRESS	10.00	0	0		A
137	H	191	08		BICYCLE OPERATOR FAILING TO MAKE A WRITTEN REPORT	10.00	0	0		A
138	H	197			FAILING TO OBEY TRAFFIC OFFICER	10.00	0	0		A
139	H	158	01		FAILING TO YIELD TO HORSE DRAWN VEHICLES	25.00	0	H		A
140	H	158	02		MAKING AVOIDABLE NOISES WHEN PASSING ANIMALS	10.00	0	H		A
141	H	159			FAILING TO USE CAUTION WHEN APPROACHING ANIMALS	10.00	0	H		A
142	H	169	02	A	RIDING BICYCLE ON SIDEWALK	10.00	0	H		A
143	H	169	02	B	BICYCLES FAILING TO RIDE CLOSE TO EDGE OF ROAD	10.00	0	0		A
144	H	169	02	C	RIDING ABREAST OF ANOTHER BICYCLE RIDER	10.00	0	0		A
145	H	169	02	D	RIDING BICYCLE WITHOUT HANDS ON HANDLE BARS	10.00	0	0		A
146	H	169	02	E	RIDING BICYCLE AND NOT ASTRIDE REGULAR SEAT	10.00	0	0		A
147	H	169	2	F	CARRYING MORE PERSONS ON BICYCLE THAN BICYCLE DESIGNED FOR	10.00	0	0		A
148	H	169	02	G	CARRYING OBJECTS INTERFERING WITH THE CONTROL OF BICYCLE	10.00	0	0		A
149	H	169	02	H	DRIVING BICYCLE ON HIGHWAY WHERE SIGNS PROHIBIT	10.00	0	0		A
150	H	169	02	I	RIDING BICYCLE ON HIGHWAY WHERE BICYCLE PATH PROVIDED	10.00	0	0		A
151	H	188			RACING VEHICLES OR BICYCLES ON HIGHWAY	100.00	0	H		A
152	H	225	01		REFUSING TO OR GIVING FALSE NAME AND / OR ADDRESS	20.00	0	H		A
153	H	061			FAILING TO CHANGE ADDRESS ON DRIVERS LICENCE	10.00	0	H		A
154	H	C02			FAILING TO CHANGE NAME ON DRIVERS LICENCE	10.00	0	H		A
155	H	068	01		APPLYING FOR DRIVERS LICENCE WHILE DISQUALIFIED	30.00	0	H		A

INTERNAL CODE	ACT	-	ID		DESCRIPTION	FINE	PTS	VIOLAT CODE	INACTIVE DATE	S T
156	H	048	08		APPLYING FOR DRIVERS LICENCE FOR OTHER PERSON	50.00	0	M		A
157	H	048	09		NON-DISCLOSURE OF PREVIOUS REFUSAL BY DRIVER LICENCE APPLICANT	20.00	0	D		A
158	H	063		A	HAVING IN POSSESSION AN ALTERED DEFACED OR SUSPENDED DRIVERS LICENCE	50.00	0	M		A
159	H	053	01		FAILING TO RETURN LICENCE TO MRD ON REQUEST	35.00	0	M		A
160	H	053	02		FAILING TO RETURN A DRIVERS LICENCE WHICH WAS FOUND TO THE REGISTRAR	10.00	0	D		A
161	H	052	02		FAILING TO PRODUCE LICENCE UPON REQUEST	10.00	0	M		A
162	H	052	01		FAILING TO SIGN DRIVERS LICENCE	10.00	0	D		A
163	H	063		D	FAILING TO SURRENDER SUSPENDED OR CANCELLED DRIVERS LICENCE	50.00	0	M		A
164	H	060			FAILING TO NOTIFY REGISTRAR OF LOST LICENCE	10.00	0	D		A
165	H	047	03		- OPERATING MOTOR VEHICLE OTHER THAN BUS WITHOUT LICENCE -	50.00	0	M		A
166	H	047	01		OPERATING BUS WITHOUT LICENCE	50.00	0	M		A
167	H	054			DRIVING VEHICLE OTHER THAN SPECIFIED IN CLASS OF LICENCE	35.00	0	M		A
168	H	055			USING LICENCE ISSUED TO ANOTHER PERSON	50.00	0	M		A
169	H	063		E	GIVING FALSE NAME/ADDRESS IN APPLICATION FOR DRIVERS LICENCE	50.00	0	M		A
170	H	056	01		UNLAWFUL OPERATION UNDER LICENCE ISSUED ELSEWHERE	35.00	0	M		A
171	H	057			PERMITTING UNLICENCED PERSON TO DRIVE	35.00	0	M		A
172	H	058	02		HAVING PERSONS BESIDES LEARNER AND INSTRUCTOR IN VEHICLE	35.00	0	M		A
173	H	143			FAILING TO YEILD TO EMERGENCY VEHICLE	50.00	0	M		A
174	H	196	03		EMERGENCY VEHICLE WITH NO REGARD FOR SAFETY	50.00	0	M		A
175	H	196	05		UNLAWFULLY SOUNDING SIREN OR FLASHING RED LIGHT	25.00	0	M		A
176	H	196	02		EMERGENCY VEHICLE SPEEDING WITHOUT RED LIGHT OR SIREN	50.00	0	M		A
177	H	181	01		FOLLOWING AN EMERGENCY VEHICLE TOO CLOSELY	10.00	0	M		A
178	H	116	02		OVERTAKING AND PASSING AT AN INTERSECTION/CURVE/BRIDGE/GRADE/ETC	25.00	0	M		A
179	H	127	02	A	FAILING TO YEILD TO OTHER TRAFFIC IN INTERSECTION ON GO OR GREEN LIGHT	25.00	0	M		A
180	H	127	04	A	ENTERING INTERSECTION ON AMBER LIGHT	25.00	0	M		A
181	H	127	04	B	PEDESTRIAN CROSSING ON AMBER LIGHT IN INTERSECTION	10.00	0	D		A
182	H	127	06	A	PASSING RED LIGHT OR STOP SIGNAL AT INTERSECTION	25.00	0	M		A
183	H	127	06	B	PEDESTRIAN CROSSING ON RED LIGHT IN INTERSECTION	25.00	0	C		A
184	H	127	08	A I	FAILING TO OBEY GREEN ARROW AT INTERSECTION	25.00	0	M		A
185	H	127	06	A II	ENTERING INTERSECTION ON GREEN ARROW AND FAILING TO YIELD	25.00	0	M		A
186	H	127	08	B	PEDESTRIAN CROSSING AGAINST GREEN ARROW IN INTERSECTION	10.00	0	D		A
187	H	127	09	A I	FAILING TO STOP AT FLASHING RED LIGHT IN INTERSECTION	25.00	0	M		A
188	H	127	09	A II	FAILING TO YEILD AT FLASHING RED LIGHT IN INTERSECTION	10.00	0	M		A
189	H	127	11	A II	FAILING TO YEILD AT AMBER LIGHT IN INTERSECTION	25.00	0	M		A
190	H	140			FAILING TO YEILD RIGHT OF WAY IN INTERSECTION	25.00	0	M		A
191	H	141			FAILING TO YEILD WHILE TURNING LEFT IN INTERSECTION	25.00	0	M		A
192	H	029			ID PLATES NOT SECURELY FASTENED IN PROPER POSITION	10.00	0	M		A
193	H	030			FAILING TO KEEP LICENCE PLATE CLEAN	10.00	0	M		A
194	H	031			FAILING TO HAVE REAR PLATE ILLUMINATED AT NIGHT	10.00	0	M		A
195	H	037			FAILING TO TRANSFER OWNERSHIP	25.00	0	M		A
196	H	041	01		NON-RESIDENT FAILING TO REGISTER COMMERCIAL VEHICLE	200.00	0	M		A
197	H	046		E	DEFACING OR ALTERING PLATES OR STICKERS	50.00	0	M		A
198	H	046		C	USING VEHICLE WITH DEFACED OR ALTERED PLATES OR STICKERS	25.00	0	M		A
199	H	046		E	USING PLATES OTHER THAN THAT ISSUED	50.00	0	M		A
200	H	046		F	USING PLATES OR NUMBERS CAPABLE OF BEING CONFUSED WITH ID PLATES	50.00	0	M		A
201	H	046		G	FAILING TO SURRENDER PLATES	50.00	0	M		A
202	H	046		I	APPLYING FOR REGISTRATION OR HAVING LICENCE ILLEGALLY	50.00	0	M		A
203	H	046		J	USING FICTITIOUS PLATES OR MARKERS	50.00	0	M		A
204	H	027	02		FAIL TO RETURN OR DELIVER PLATES OR VEHICLE LICENCE	25.00	0	M		A
205	H	019			USING SERVICE VEHICLE WITH DEALER PLATES	50.00	0	M		A

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206	H	028			USING VEHICLE WITHOUT DEALER PLATES					
207	H	176			PROJECTING LOAD BEYOND 6 FEET-PERMIT REQUIRED	50.00	0	M		A
208	H	177	01		FAILURE TO LOAD VEHICLE TO PREVENT DROPPING LEAKING ETC	25.00	0	C		A
209	H	177	02		LOAD NOT SECURELY ATTACHED	25.00	0	C		A
210	H	177	03		PULPWOOD NOT SECURELY FASTENED	25.00	0	C		A
211	H	174			DRIVING VEHICLE WHICH IS TOO WIDE	25.00	0	C		A
212	H	175			DRIVING VEHICLE WHICH IS TOO HIGH	25.00	0	M		A
213	H	173	01		DRIVING VEHICLE WITH VISION OBSCURED	25.00	0	M		A
214	H	170	01		NOT RIDING ON REGULAR SEAT ON MOTOR CYCLE	25.00	0	M		A
215	H	170	02	B	PASSENGER NOT RIDING ON PASSENGERS SEAT ON MOTORCYCLE	10.00	0	M		A
216	H	170	02	A	PASSENGER RIDING ON MOTORCYCLE NOT EQUIPPED FOR PASSENGER	10.00	0	M		A
217	H	170	03		PASSENGER RIDING IMPROPERLY EQUIPPED MOTORCYCLE	10.00	0	C		A
218	H	172		A	DRIVING MOTOR VEHICLE WITH STICKERS IN WINDOW	10.00	0	C		A
219	H	172		B	DRIVING MOTOR VEHICLE WITH ORNAMENTS IN WINDOW	25.00	0	M		A
220	H	172		C	DRIVING WHILE VIEW OBSTRUCTED BY SNOW ETC	25.00	0	M		A
221	H	173	02		VISION AND CONTROL INTERFERED WITH BY PASSENGERS POSITION	25.00	0	M		A
222	H	230	03		INTERFERING WITH CONSTABLE BY REFUSING TO DELIVER LICENCE PLATES	25.00	0	M		A
223	H	168			UNATTENDED VEHICLE PARKED ON HIGHWAY WITHOUT PRECAUTION	50.00	0	M		A
224	H	116	01		IMPROPER PASSING	10.00	0	M		A
225	H	121		E	FAILING TO SIGNAL CHANGING LANES	25.00	0	M		A
226	H	117	01		PASSING ON THE RIGHT OF ANOTHER VEHICLE	25.00	0	M		A
227	H	119	01		PASSING ON LEFT WHEN UNSAFE TO DO SO	25.00	0	M		A
228	H	121		K	FAILING TO ALLOW ANOTHER VEHICLE TO PASS	25.00	0	M		A
229	H	123			PASSING IN NO PASSING ZONE	25.00	0	M		A
230	H	118			PASSING WHERE WIDTH OR WEIGHT OF VEHICLE MAKES IT DIFFICULT	25.00	0	M		A
231	H	121		I	IMPROPER PASSING ON DOUBLE LANE HIGHWAY	25.00	0	M		A
232	H	145	03		PASSING VEHICLE STOPPED AT CROSSWALK	25.00	0	M		A
233	H	167	01		PASSING SCHOOL BUS THAT IS STOPPED	25.00	0	M		A
234	H	121		B	CROSSING SOLID LINE	25.00	0	M		A
235	H	148	01		WALKING ON ROADWAY WHILE SIDEWALKS PROVIDED	25.00	0	M		A
236	H	148	02		WALKING ON WRONG SIDE OF HIGHWAY	10.00	0	C		A
237	H	148	03		SOLICITING A RIDE	10.00	0	C		A
238	H	146			PEDESTRIAN FAILING TO YIELD RIGHT OF WAY TO VEHICLE OTHER THAN XWALK	10.00	0	C		A
239	H	146	02		PEDESTRIAN FAILING TO YIELD RIGHT OF WAY TO VEHICLE	10.00	0	C		A
240	H	127	14		PEDESTRIAN CROSSING ROADWAY ON WAIT / DONT WALK / STOP SIGNAL	10.00	0	C		A
241	H	178	04		PERSONS OBSTRUCTING OR INTERFERING WITH TRAFFIC	10.00	0	C		A
242	H	154	02		SHIFTING GEARS WHILE CROSSING RAILROAD TRACKS	10.00	0	C		A
243	H	155			FAILING TO APPROACH RAILROAD CROSSING WITH CAUTION	25.00	0	C		A
244	H	154	01	B	SCHOOL BUS WITH CHILDREN ABOARD NOT STOPPING AT RAILROAD CROSSING	25.00	0	M		A
245	H	154	01	C	VEHICLE CARRYING EXPLOSIVES ETC NOT STOPPING AT RAILROAD CROSSING	100.00	0	M		A
246	H	152	01		FAILING TO STOP AT RAILROAD CROSSING	100.00	0	M		A
247	H	152	02		DRIVING VEHICLE THRU BARRIER ETC AT RAILROAD CROSSING	25.00	0	M		A
248	H	154	C1	A	PASSENGER VEHICLE NOT STOPPING AT RAILROAD CROSSING	25.00	0	M		A
249	H	118	01		FAILING TO DRIVE ON THE RIGHT SIDE OF THE HIGHWAY	25.00	0	M		A
250	H	118	02		FAILING TO GIVE ONE HALF OF THE ROADWAY	25.00	0	M		A
251	H	120	01		DRIVING TO THE LEFT OF THE CENTRE LINE OF THE ROADWAY	25.00	0	M		A
252	H	120	03		FAILURE TO DRIVE TO THE RIGHT OF A ROTARY TRAFFIC ISLAND	25.00	0	M		A
253	H	121		H	DRIVING IN CENTRE LANE OF A THREE LANE HIGHWAY	25.00	0	M		A
254	H	121		J	DRIVING IN WRONG LANE CONTRARY TO A TRAFFIC CONTROL DEVICE	25.00	0	M		A
255	H	122	01	A	DRIVING ON THE LEFT WHEN APPROACHING A CURVE OR GRADE	25.00	0	M		A

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256	H	122	01 B	DRIVING ON THE LEFT WHEN APPROACHING RAILROAD CROSSING OR INTERSECTION	25.00	0	M		A
257	H	123	01 C	DRIVING ON LEFT WITHIN 30M OF A BRIDGE ETC	25.00	0	M		A
258	H	126	01	FOLLOWING VEHICLE TOO CLOSELY	25.00	0	M		A
259	H	127	46 A	DRIVING WRONG WAY ON ONE WAY STREET	10.00	0	M		A
260	H	138		MOVING VEHICLE WHEN UNSAFE TO DO SO	25.00	0	M		A
261	H	169		BACKING WHEN UNSAFE	25.00	0	M		A
262	H	117	02 B	PASSING ON SHOULDER PORTION OF HIGHWAY	25.00	0	M		A
263	H	142		FAILING TO YEILD WHEN ENTERING HIGHWAY	25.00	0	M		A
264	H	147	B	FAILING TO GIVE WARNING BY SOUNDING HORN	25.00	0	M		A
265	H	147	C	FAILING TO USE CAUTION WHEN CHILD ON HIGHWAY	25.00	0	M		A
266	H	150		PERSON ATTACHING ON TO VEHICLE ON HIGHWAY	50.00	0	M		A
267	H	181		DRIVING THROUGH A SAFETY ZONE	10.00	0	C		A
269	H	179		FAILING TO HAVE VEHICLE UNDER CONTROL AND SOUND HORN	25.00	0	M		A
270	H	180		COASTING DOWN GRADE	10.00	0	M		A
271	H	181	02	DRIVING VEHICLE OVER UNPROTECTED FIRE HOSE	10.00	0	M		A
272	H	183	01	THROWING INJURIOUS MATERIAL ON HIGHWAY	10.00	0	M		A
273	H	183	02	FAILING TO REMOVE INJURIOUS MATERIAL FROM HIGHWAY	10.00	0	C		A
274	H	184		DRIVING ON SIDEWALK	10.00	0	D		A
275	H	185	A	OPENING DOOR OF VEHICLE ON HIGHWAY SIDE	25.00	0	M		A
276	H	185	B	LEAVING DOOR OF VEHICLE OPEN	10.00	0	M		A
277	H	186	01	FAILURE TO CARRY WARNING DEVICES IN VEHICLES	10.00	0	M		A
278	H	186	02	FAILURE TO PLACE WARNING DEVICES ON HIGHWAY WHEN VEHICLE BROKEN DOWN	10.00	0	M		A
279	H	187		DRIVING WITHOUT CHAINS/WINTER TIRES ETC	10.00	0	M		A
280	H	157	02 A	STOPPING SCHOOL BUS IN IMPROPER PLACE	25.00	0	M		A
281	H	157	02 B	SCHOOL BUS DELAYING OTHER VEHICLES PASSING	10.00	0	M		A
282	H	157	03	SCHOOL BUS NOT PROPERLY MARKED	25.00	0	M		A
283	H	157	04	SCHOOL BUS OPERATING WITH MARKINGS NOT CONCEALED	25.00	0	M		A
284	H	133		FAILING TO SIGNAL CHANGE OF DIRECTION ETC	25.00	0	M		A
285	H	139	04	DECREASING/STOPPING SPEED WITHOUT SIGNALLING	25.00	0	M		A
286	H	182		FAILING TO OBEY FLAGMAN	10.00	0	M		A
287	H	186		FAILING TO OBSERVE YEILD SIGN	25.00	0	M		A
288	H	127	23	FAILING TO OBSERVE NO ENTRY SIGN	10.00	0	M		A
289	H	127	25	FAILING TO OBSERVE NO LEFT OR RIGHT TURN SIGNS	10.00	0	M		A
290	H	127	15 A	ENTERING INTERSECTION AGAINST FLAG SIGNAL OR OTHER DEVICE	25.00	0	M		A
291	H	127	17	FAIL TO OBEY TURN RIGHT OR RIGHT TURN ONLY SIGNS	10.00	0	M		A
292	H	127	18	FAIL TO OBEY TURN LEFT OR LEFT TURN ONLY SIGNS	10.00	0	M		A
293	H	132	03	FAILURE TO OBEY ORDER TO INCREASE SPEED	25.00	0	M		A
294	H	132	01 B	FAILURE TO OBSERVE MINIMUM SPEED ON TCH	25.00	0	M		A
295	H	132	01 A	SLOW DRIVING	25.00	0	M		A
296	H	121	F	IMPROPER LEFT TURN INTER/PRIV ROAD/DRIVEWAY	25.00	0	M		A
297	H	121	G	IMPROPER RIGHT TURN AT INTERSECTION	25.00	0	M		A
298	H	135	01	LEFT-HAND DRIVE VEHICLE FAIL TO GIVE PROPER SIGNAL	25.00	0	M		A
299	H	136	02	MAKING IMPROPER LEFT TURN AT INTERSECTION	25.00	0	M		A
300	H	136	03	MAKING LEFT TURN FROM ONE-WAY ROAD	25.00	0	M		A
301	H	136	04	MAKING LEFT TURN INTO ONE WAY ROAD	25.00	0	M		A
302	H	136	05	MAKING LEFT TURN FROM ONE-WAY INTO ONE-WAY	25.00	0	M		A
303	H	137		TURNING ON HIGHWAY TO PROCEED IN OPPOSITE DIRECTION U TURN	25.00	0	M		A
304	H	139	01	IMPROPER TURN AT INTERSECTION	25.00	0	M		A
305	H	139	02	TURNING OR CHANGING LANES WHEN UNSAFE	25.00	0	M		A
306	H	240		FAILING TO PRODUCE VEHICLE LICENCE	10.00	0	M		A

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307	H	038			FAILURE TO FILE CHANGE OF ADDRESS WITH REGISTRAR ON VEHICLE LICENCE	20.00	0	H		A
308	H	039			FAILURE TO FILE NAME CHANGE WITH REGISTRAR	20.00	0	H		A
309	H	043		C	PERSON PRESENTING AS HIS OWN A LICENCE NOT ISSUED TO HIM	10.00	0	H		A
310	A	007	01	A	NO HEADLIGHTS OR HEADLIGHTS NOT ON	50.00	0	H		A
311	A	007	02	B	NO HEADLIGHTS MOTORCYCLE	10.00	0	H		A
312	A	007	19		NO HEADLIGHTS OR TAIL LIGHTS OR REFLECTORS (BICYCLE)	10.00	0	H		A
313	A	007	20		NO HEADLIGHTS ON HORSE DRAWN VEHICLE	10.00	0	O		A
315	A	007	03	B I	FAILING TO DIM HEADLIGHTS TO ONCOMING TRAFFIC	10.00	0	H		A
316	A	007	03	B II	FAILING TO DIM HEADLIGHTS WHEN FOLLOWING ANOTHER VEHICLE	10.00	0	H		A
317	A	007	08	A	NO TAIL LIGHTS	10.00	0	H		A
318	A	007	08	C	NO IDENTIFICATION LIGHT	10.00	0	H		A
319	A	007	09		NO CLEARANCE LIGHTS OR REFLECTORS	10.00	0	H		A
320	A	007	18	A	ILLEGAL RED LIGHT VISIBLE TO FRONT	10.00	0	H		A
321	A	007	11	A	RED LIGHT NOT ON END OF LOAD	10.00	0	H		A
322	A	007	01	B	FOG LIGHTS USED OTHER THAN IN FOG	10.00	0	H		A
323	A	007	01	C	ADDITIONAL LIGHTS MORE THAN 18 CANDLE POWER	10.00	0	H		A
324	A	007	02	D I	HEADLIGHTS OTHER THAN WHITE	10.00	0	H		A
325	A	007	02	D II	HEADLIGHTS WITH SHIELDS	10.00	0	H		A
326	A	007	07	A II	TWO BRAKE LIGHTS	10.00	0	O		A
327	A	007	10	B	BACKUP LIGHTS GOING FORWARD	10.00	0	H		A
328	A	007	14		SPOT LAMPS	10.00	0	H		A
329	A	007	16		SIGNAL LIGHTS	10.00	0	H		A
330	A	007	18	B I	BLUE FLASHING LIGHT	10.00	0	H		A
331	A	007	18	B II	AMBER FLASHING LIGHTS (TOW TRUCK)	10.00	0	H		A
332	A	007	18	B III	AMBER FLASHING LIGHTS (TRACTORLIGHTS)	10.00	0	H		A
333	A	007	11	B	RED FLAG NOT DISPLAYED AT END OF LOAD	10.00	0	H		A
334	A	008	01	A	INADEQUATE FOOT BRAKE	10.00	0	H		A
335	H	015	02	M	DEALER ASSIGNING OR TRANSFERING LICENCE	10.00	0	H		A
336	H	020			USING VEHICLE WITHOUT REGISTRATION	50.00	0	H		A
337	A	008	01	B	INADEQUATE EMERGENCY BRAKE	50.00	0	H		A
338	A	008	03		INADEQUATE TRAILER/SEMI-TRAILER BRAKE	10.00	0	H		A
339	H	046	0A	1 A	DRIVING OR DRAWING AN UNREG/UNLIC VEHICLE NOT EXCEEDING 4800 KGS	10.00	0	H		A
340	H	046	0A	1 B	DRIV/DRAW UNREG/UNLIC VEHICLE BETWEEN 4800 AND 10900 KGS	80.00	0	H		A
341	A	008	02		BRAKES NOT IN GOOD WORKING ORDER	100.00	0	H		A
342	A	009	02		BIAS TIRES NOT TO BE USED WITH RADIAL TIRES	10.00	0	H		A
343	H	046	0A	1 C	DRIV/DRAW UNREG/UNLIC VEHICLE EXCEEDING 10900 KGS	10.00	0	H		A
344	H	046		A II	DRIV/DRAW VEHICLE NO ID/DEALER PLATES STICKERS OR MARKERS ATTACHED	500.00	0	H		A
345	A	009	03	B	DEFECTIVE TIRES	10.00	0	H		A
346	A	009	03	E	CRACKS IN SIDEWALL OF TIRE	10.00	0	H		A
347	H	046		D	REMOVING ID PLATE OR MARKER WITHOUT AUTHORITY	10.00	0	H		A
348	H	046		H	GIVING FALSE NAME OR ADDRESS IN APPLICATION FOR REGISTRATION	35.00	0	H		A
349	A	009	03	F	TIRE TREADS LESS THAN 1/16 OF AN INCH	50.00	0	H		A
350	A	009	03	G	TIRES WITH TWO OR MORE TREAD INDICATORS WORN	10.00	0	H		A
351	H	046		K	FAILING TO DELIVER VEHICLE PLATES OR DRIVERS LICENCE TO REGISTRAR	10.00	0	H		A
352	H	059	01		RENTING A VEHICLE TO AN UNLICENSED DRIVER	20.00	0	H		A
353	A	009	04		MISSING STUDS OR DAMAGED WHEELS	35.00	0	H		A
354	A	010			NO SNOW TIRES WHEN SLIPPERY ROAD CONDITIONS WARRANT THEIR USE	10.00	0	H		A
355	H	059	03		RENTING VEHICLE WITHOUT INSPECTING DRIVER'S LICENCE	20.00	0	H		A
356	H	059	04		FAILURE TO KEEP RECORD REGARDING VEHICLES RENTED	35.00	0	O		A
357	A	011			ILLEGAL USE OF STUDDED TIRES -FROM MAY 1 TO OCTOBER 31 INCLUSIVE	10.00	0	H		A

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358	R	012	01		NO MUFFLER ON VEHICLE					
359	H	063		B	LENDING DRIVERS LICENCE	10.00	0	M		A
360	H	066	01		FAILURE TO DELIVER LICENCE TO COURT UPON CONVICTION	50.00	0	M		A
361	R	012	02		MUFFLER DISCONNECTED OR CUT OUT OR DEFECTIVE	50.00	0	M		A
362	R	012	03		BAFFLE PLATE OR OTHER PART NOT TO BE REMOVED FROM MUFFLER	10.00	0	M		A
363	H	076		A I	PRODUCING INSURANCE CARD WHEN POLICY NOT IN FORCE	10.00	0	M		A
364	H	076		A II	PRODUCING FALSE INSURANCE CARD	50.00	0	M		A
365	R	012	04		EXHAUST PIPE NOT TO BE OPENED OR WIDENED ON END	50.00	0	M		A
366	R	012	05		MUFFLER NOT TO BE EQUIPPED WITH DEVICE TO INCREASE NOISE OR EMIT FLAME	10.00	0	M		A
367	H	076		A III	PRODUCING INSUR CARD PURPORTING TO SHOW PERSON NAME AS INSURED	10.00	0	M		A
368	H	076		B	FAILING TO DELIVER INSURANCE CARD TO REGISTRAR	50.00	0	M		A
369	R	012	06		THRUSH OR HOLLYWOOD MUFFLERS	50.00	0	M		A
370	R	013	02	B	EXCESSIVE AMOUNT OF SMOKE	10.00	0	M		A
371	H	078	06	A	REGISTERING A VEHICLE NOT INSURED	10.00	0	M		A
372	H	078	06	B	OPERATING A MOTOR VEHICLE WITHOUT AN INSURANCE POLICY	250.00	0	M		A
373	R	013	01		NO HORN OR DEFECTIVE HORN	250.00	0	M		A
374	R	013	02	A	EXCESSIVE USE OF HORN	10.00	0	M		A
375	H	078	06	C	FAILURE TO PRODUCE PROOF THAT AN INSURANCE POLICY IS IN FORCE	10.00	0	M		A
376	H	086		B	RESTRICTED DRIVER DRIVING OTHER THAN IN COURSE OF EMPLOYMENT	10.00	0	M		A
377	R	014	01		NO WIPERS	50.00	0	M		A
378	R	014	02		NO DEFROSTING DEVICE OR DEFECTIVE DEFROSTING DEVICE	10.00	0	M		A
379	H	088	03		FAILING TO RETURN DRIVERS AND OR VEHICLE LICENCE	10.00	0	M		A
380	H	116	02		FAILURE TO GIVE WAY TO PASSING VEHICLE	50.00	0	M		A
381	H	018			NO OR INSECURELY ATTACHED REARVIEW MIRROR	25.00	0	M		A
382	R	016			INADEQUATE MUD GUARDS	10.00	0	M		A
383	H	120	02		DRIVING OF VEHICLE AT LESS THAN NORMAL SPEED WHEN NOT IN RIGHT LANE	10.00	0	C		A
384	H	124	02		FAILING TO LEAVE PROPER DISTANCE BETWEEN VEHICLES	25.00	0	M		A
385	R	017			NO BELLS ON SLEIGH OR SLED DRAWN BY HORSE OR OTHER ANIMAL	25.00	0	M		A
386	R	018			GROSS AND CURB WEIGHT REQUIRED ON A COMMERCIAL VEHICLE OR BUS	10.00	0	C		A
387	H	124	03		VEHICLE DRIVING TOO CLOSE IN MOTORCADE	10.00	0	C		A
388	H	126			DRIVING OVER INTERVENING SPACE DIVIDING HIGHWAY	10.00	0	M		A
389	R	019	01		NO OR INSUFFICIENT SPEEDOMETER	25.00	0	M		A
390	R	019	02		SPEEDOMETER VIEW OBSTRUCTED	10.00	0	M		A
391	H	126	01		FAILING TO ENTER CONTROLLED ACCESS HIGHWAY PROPERLY	10.00	0	C		A
392	H	126	02		FAILING TO LEAVE CONTROLLED ACCESS HIGHWAY PROPERLY	10.00	0	M		A
393	R	009	01		OPERATING BUS WITHOUT PROPER EQUIPMENT	10.00	0	M		A
394	R	009	01	A	NO OR DEFECTIVE FIRE EXTINGUISHER	10.00	0	M		A
395	H	127	03	A	FAILING TO STOP AT PEDESTRIAN CROSSWALK	10.00	0	C		A
396	H	127	08	A	PASSING YELLOW OR AMBER LIGHT AT PLACE OTHER THAN INTERSECTION	25.00	0	M		A
397	R	009	01	B	SPARE TIRE	10.00	0	M		A
398	R	009	01	C	TIRE CHAINS, TWO NONSKID TYPE	10.00	0	C		A
399	H	127	05	B	PEDESTRIAN CROSSING ON YELLOW LIGHT OTHER THAN INTERSECTION	10.00	0	C		A
400	H	127	07	A	PASSING RED LIGHT OR STOP SIGNAL AT PLACE OTHER THAN INTERSECTION	10.00	0	C		A
401	R	009	01	D	HEATING SYSTEM	25.00	0	M		A
402	R	009	01	E	STOP LIGHTS, TWO	10.00	0	C		A
403	H	127	07	B	PEDESTRIAN CROSSING AT RED LIGHT OTHER THAN INTERSECTION	10.00	0	C		A
404	H	127	10	A I	FAILING TO STOP AT FLASHING RED LIGHT AT PLACE OTHER THAN INTERSECTION	10.00	0	C		A
405	R	009	01	F	FIRST AID KIT	10.00	0	M		A
406	R	009	01	G	HAND AXE	10.00	0	C		A
407	H	127	10	A II	FAILING TO STOP FOR PEDESTRIAN AT FLASHING RED LIGHT	10.00	0	C		A

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408	H 127	12	A	II	FAIL TO YIELD FOR PEDESTRIAN AT YELLOW LIGHT OTHER THAN AT INTERSECT	25.00	0	M		A
409	R 009	01	H		MIRROR INSIDE	10.00	0	O		A
410	R 009	01	I		TOOL KIT	10.00	0	O		A
411	H 127	26	A		DRIVING ON CLOSED HIGHWAY	10.00	0	M		A
412	H 127	27	A		FAILING TO OBSERVE HALF LOAD LIMIT	10.00	0	M		A
413	R 009	01	J		ESCAPE DOOR	50.00	0	O		A
414	R 009	01	K		BRAKES FOUR WHEELS	10.00	0	O		A
415	R 009	01	L		BRAKES EMERGENCY	10.00	0	O		A
416	R 009	01	M		BUMPERS FRONT AND REAR	10.00	0	O		A
419	R 009	01	N		LIGHTS INTERIOR	10.00	0	O		A
420	R 009	01	O		NO CARD INSTRUCTIONS TO SCHOOL CHILDREN	10.00	0	O		A
421	H 131	01	C		DRIVING WITHOUT REASONABLE CONSIDERATION	10.00	0	O		A
423	R 009	04			EQUIPMENT TO BE KEPT IN GOOD CONDITION	50.00	0	A		A
424	R 009	06	A		EQUIPMENT NOT TO BE REMOVED OR TAMPERED WITH	10.00	0	O		A
427	R 009	06	B		OPENING OF ESCAPE DOOR OTHER THAN IN AN EMERGENCY	10.00	0	O		A
428	R 019	02			ESCAPE DOOR TO BE LOCATED ON LEFT OF LEFT SIDE	10.00	0	O		A
430	H 131	01	D		DRIVING WHILE SUFFERING FROM A DISEASE OR DISABILITY	10.00	0	O		A
431	R 016				ESCAPE DOOR TO BE KEPT FREE OF OBSTRUCTIONS	50.00	0	A		A
432	R 019	01			ENTRANCE DOOR TO BE LOCATED IN RIGHT FRONT	10.00	0	O		A
433	H 131	04	D	III	SPEEDING WHEN PASSING CHURCH THEATRE ETC	10.00	0	O		A
435	R 013				FARES NOT TO BE COLLECTED WHILE BUS IS MOVING	25.00	0	S		A
436	R 014				SIGN TO BE POSTED GIVING TABLE OF FEES	10.00	0	O		A
438	H 139	02	A		RIGHT HAND DRIVE VEHICLE NOT EQUIPPED WITH A MECHANICAL DEVICE	10.00	0	O		A
439	R 017	03			SEATS TO BE SECURELY FASTENED	25.00	0	O		A
440	R 017	01			SEATING CAPACITY TO BE DETERMINED BY REGISTRAR	10.00	0	O		A
441	H 138	02	B		NO SIGN INDICATING VEHICLE AS RIGHT HAND DRIVE	10.00	0	O		A
442	H 136	01			MAKING IMPROPER RIGHT TURN AT INTERSECTION	10.00	0	O		A
443	R 017	08			HAND STRAPS TO BE PROVIDED FOR ADDITIONAL PASSENGERS	25.00	0	M		A
444	R 010				OPERATING BUS WITH DAMAGED GLASS	10.00	0	O		A
445	H 139		3		IMPROPER SIGNAL OF INTENTION TO TURN	10.00	0	O		A
446	H 146	01			FAILING TO YEILD TO PEDESTRIAN AT A CROSSWALK	25.00	0	M		A
447	R 011				BUS TO BE CLEAN AND SANITARY AND ADEQUATE	25.00	0	M		A
448	R 013				PASSENGERS NOT TO BE DISCHARGED WHILE BUS IS IN MOTION	10.00	0	O		A
449	H 153				FAILING TO STOP AT STOP SIGN AT RAILROAD CROSSING	10.00	0	O		A
450	R 018	02			PASSENGERS NOT TO OBSTRUCT BUS DRIVER	100.00	0	M		A
451	R 017	06			HAVING UNAUTHORIZED PASSENGERS ON SCHOOL BUS	10.00	0	O		A
452	R 017	04			PASSENGERS IN EXCESS OF NUMBER PERMITTED	10.00	0	O		A
453	R 020	01			TAILPIPE TO EXTEND BEYOND REAR OF BUS	10.00	0	O		A
455	R 020	03			INSULATION REQUIRED ON FLOOR AND FIREWALL	10.00	0	O		A
456	R 023				GAS TANK INTAKE TO BE ON OUTSIDE	10.00	0	O		A
457	H 178	01			FAILING TO FORM PROPER QUEUE AT BUILDING ENTRANCE	10.00	0	O		A
458	R 024				BUS NOT TO BE REFUELED IN CLOSED BUILDING	10.00	0	O		A
459	R 021				USING TOBACCO AND OR ALCOHOL ON BUS NOT PERMITTED	10.00	0	O		A
460	H 178	02			FAILING TO TAKE PROPER POSITION IN QUEUE	10.00	0	O		A
461	H 178	03			FAILING TO ENTER BUILDING PROPERLY FROM QUEUE	10.00	0	O		A
462	R 008	01			PSV PLATES TO BE ATTACHED TO TOP OF FRONT PLATE	10.00	0	O		A
463	R 027	01			FAILING TO STOP AT RAILWAY CROSSING	10.00	0	O		A
464	H 191	01	C		FAILING TO RENDER ASSISTANCE TO INJURED PERSON	10.00	0	M		A
466	R 027	02			BUS FOLLOWING OTHER VEHICLE AT LESS THAN 100 FEET	100.00	0	A		A
467	H 192	01			FAILURE BY DRIVER TO MAKE WRITTEN REPORT	10.00	0	M		A

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469	H	192	02		FAILURE BY OCCUPANT TO MAKE WRITTEN REPORT	10.00	0	O		A
470	H	192	03		OWNER FAILING TO MAKE WRITTEN REPORT	25.00	0	M		A
471	H	192	04		FAILING TO MAKE WRITTEN REPORT WHEN DRIVER OWNS CAR	50.00	0	A		A
473	R	004	02		VEHICLE OVER 30000 LBS NOT PERMITTED ON HIGHWAY	10.00	0	M		A
474	R	004	03		OBJECT OVER 20000 LBS NOT PERMITTED ON HIGHWAY	10.00	0	M		A
475	H	194	01		GARAGE OPERATOR FAILING TO REPORT ACCIDENT	100.00	0	M		A
476	H	194	03		FAILING TO REPORT PAYMENT OF DAMAGES	50.00	0	O		A
477	R	004	04		VEHICLES WITH SOLID TIRES WITH WEIGHT IN EXCESS	10.00	0	O		A
478	R	006		A	VEHICLES WITH TIRES LESS THAN 6 INCHES SIDE	10.00	0	O		A
479	H	199			KNOWINGLY CAUSING ANOTHER TO DRIVE UNLAWFULLY	100.00	0	M		A
480	H	208	01		PLACING UNAUTHORIZED SIGNS ON HIGHWAY	25.00	0	O		A
481	R	006		B	WEIGHT IN EXCESS OF 600 LBS FOR EACH INCH WIDTH	10.00	0	O		A
482	R	004	08		OPERATING CONTRARY TO PERMIT	10.00	0	O		A
483	H	206			INTERFERING WITH OR DEFACING TRAFFIC SIGNS	50.00	0	A		A
485	H	008	03		OPERATING CONTRARY TO PERMIT	10.00	0	O		A
486	H	208	04		OPERATING VEHICLE WITHOUT PROPER EQUIPMENT	10.00	0	P		A
487	H	228	02	A	OWNER OF VEHICLE FAILING TO IDENTIFY DRIVER	50.00	0	M		A
488	R	011			PENALTY FOR OVERWEIGHT WHERE NO OTHER PENALTY PROVIDED	10.00	0	O		A
489	H	228	02	B	FAILING TO GIVE INFORMATION REGARDING THE IDENTITY OF DRIVER	50.00	0	M		A
490	H	230	08	A	DRIVER WHOSE LICENCE BEING HELD BY COURT APPLYING FOR RENEWAL	50.00	0	O		A
491	H	230	08	B	OWNER OF VEHICLE TRANSFERRING TITLE WHERE PLATES HELD BY COURT	50.00	0	O		A
492	H	230	08	C	APPLYING FOR REGISTRATION WHILE PLATES BEING HELD BY COURT	50.00	0	O		A
493	R	003	03		SPEEDING SJA	25.00	0	S		A
496	H	127	06	C	FAILING TO STOP BEFORE TURNING RIGHT ON A RED LIGHT	10.00	0	M		A
497	H	018	01	A	UNREGISTERED VEHICLE	50.00	0	M		A
498	H	012	01	D	PLATES OR STICKERS NOT ATTACHED	10.00	0	M		A
499	H	127	06	C	ILLEGAL RIGHT TURN ON A RED LIGHT	10.00	0	M		A
500	H	198		A I	DRIVING VEHICLE EQUIPPED WITH A RADAR DETECTION DEVICE	10.00	0	M		A
501	H	198		A 4	SELLING ILLEGAL RADAR DETECTION DEVICE	10.00	0	M		A
502	R	012	01		OPERATING SNOWMOBILE OR ALL TERRAIN VEHICLE ON HIGHWAY HSVATV REGS	50.00	0	M		A
503	H	136	06		FAIL TO OBEY THE DIRECTIONS OF A TRAFFIC CONTROL DEV AT INTERSECTION	25.00	0	M		A
504	H	172		D	DAMAGED WINDOW GLASS OR REAR MIRROR	10.00	0	M		A
505	R	006			NO TAXI DRIVERS LICENCE (TAXI CAB BYLAWS)	10.00	0	M		
506	H	196	08	A	FAIL TO STOP AT THE WEIGH SCALES	10.00	0	M		
508	R	002			SPEEDING MPARK TR	300.00	0	M		A
510	H	086	02		UNLAWFUL OPERATION OF A MC UNDER LICENCE ISSUED ELSEWHERE	25.00	0	S		A
511	H	076		C	UNLAWFULLY GIVING OR LOANING INSURANCE CARD	10.00	0	M		A
512	R	012			FAIL TO YIELD RIGHT OF WAY TO AN EMERGENCY VEHICLE MPT	50.00	0	M		A
513	R	014			NO RED FLAG ON EXTENDED LOAD MPT	35.00	0	M		A
514	R	017			LEADING LIVESTOCK ON THE HIGHWAY WITHOUT PERMIT MPT	10.00	0	O		A
515	H	171		A	HELMET COMPULSORY FOR MOTOR CYCLE OPERATOR AND PASSENGER	5.00	0	O		A
516	H	171		B	FACE SHEILD/SAFETY GLASSES COMPULSORY FOR MOTOR CYCLE OPERATOR/PASSENG	10.00	0	M		A
517	H	034	02	A	FAIL TO DISPLAY DECALS	10.00	0	M		A
518	R	003		A	SPEED GREATER THAN 30 KM PER HOUR MP	10.00	0	M		A
519	H	166	02		FAILING TO REMOVE VEHICLE FROM HIGHWAY/CROWN LAND	25.00	0	S		A
520	R	011			NO U TURN MP	25.00	0	G		A
521	R	006			FAIL TO OBEY SIGNS NO ENTRY / DO NOT ENTER PM	25.00	0	M		A
522	R	007			FAILURE TO OBEY SIGN READING ONE WAY PM	10.00	0	M		A
523	R	008			FAILURE TO OBEY SIGN READING YIELD RIGHT OF WAY PM	10.00	0	M		A
524	R	009			FAILURE TO OBEY SIGN STATING MAX/MIN SPEED LIMIT PM	10.00	0	M		A
						25.00	0	M		A

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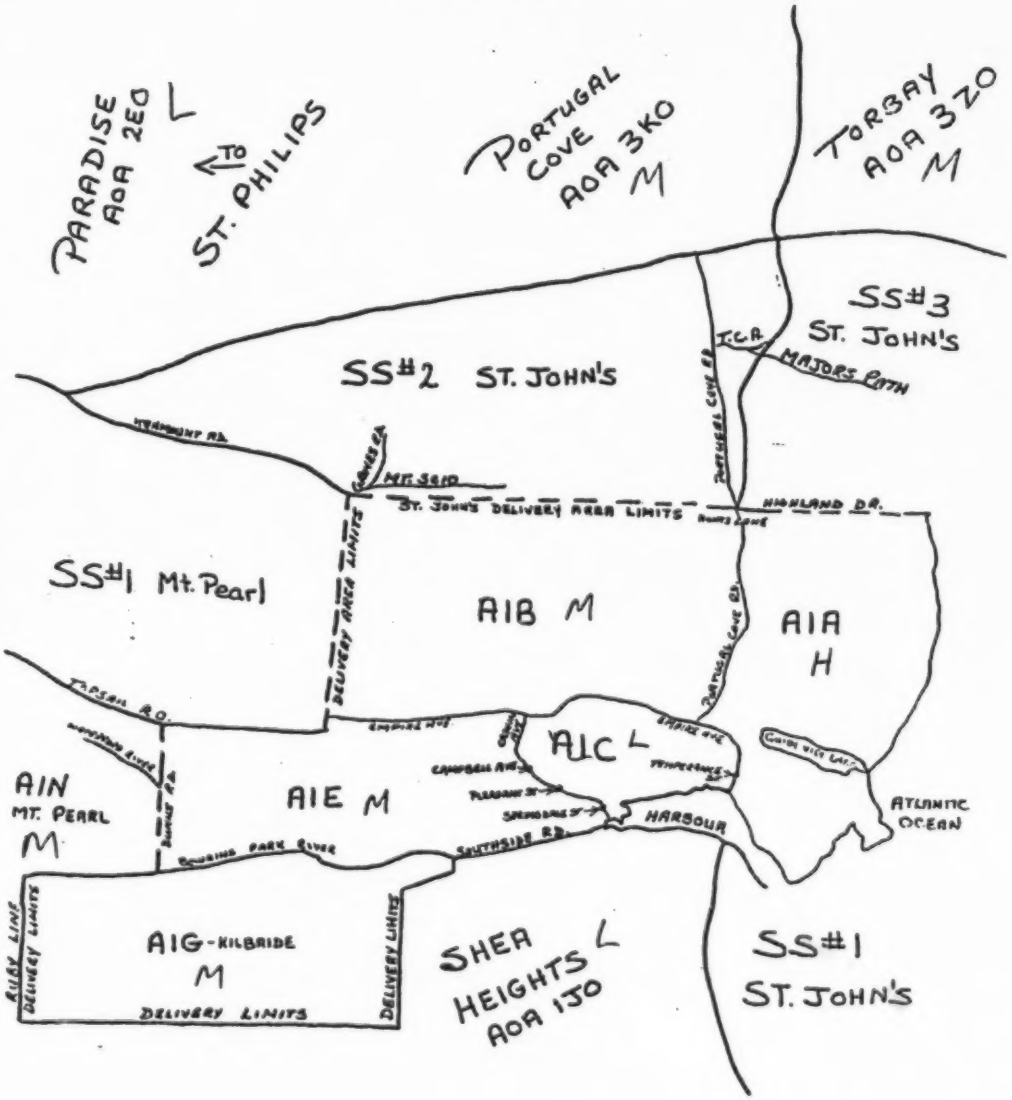
825	R 010	FAILURE TO OBEY SIGN READING IN ONLY OR OUT ONLY MP	10.00	0	M		A
826	R 011	FAILURE TO USE DESIGNATED ROAD MP	10.00	0	M		A
827	M 012	FAILING TO OBEY TRAFFIC SIGN MP	10.00	0	M		A
828	R 014	FAILING TO YEILD OR DIM HEADLIGHTS TO EMERGENCY VEHICLE MP	50.00	0	M		A
829	R 013	NO HEADLIGHTS MP	10.00	0	M		A
830	R 008	NO TAXICAB OPERATING LICENCE TB	10.00	0	M		A
831	M 170 A	MOTORCYCLES RIDING TWO ABREAST	10.00	0	M		A
832	R 161	NO INSURANCE ON SNOWMOBILE MSATV REGULATIONS	50.00	0	M		A
833	R 020	ILLEGALLY ENTERING CARD/PAID PARKING AREA MUN	10.00	0	M		A
834	R 007 16 B	BLUE LIGHT ON VEHICLE OTHER THAN SAND SPREADING TRUCK	10.00	0	M		A
835	R 007 16 B	NO PERMIT FOR COLOURED LAMP ON VEHICLE	10.00	0	O		A
836	M 012 01 B	TOWING UNREGISTERED VEHICLE CONTRARY TO 46 (A)	50.00	0	M		A
837	R 008 B	TAKING ON OR DISCHARGING PASSENGERS OTHER THAN ON SUBURBAN BS STOP SBR	50.00	0	O		A
838	R 008 04	OPERATING TRAILER WITHOUT A PERMIT MTVR	50.00	0	M		A
839	R 013 B	ALLOWING UNDERAGE UNLICENCED PERSON TO OPERATE M&V OR ATV	5.00	0	M		A
840	R 007 03	NO LOW BEAM HEADLIGHTS L&E	10.00	0	M		A
841	R 007 03	NO HIGH BEAM HEADLIGHTS L&E	10.00	0	M		A
842	R 007 03 C	HEADLIGHTS MOUNTED IMPROPER HEIGHT	10.00	0	O		A
843	R 003 01 A	EXCEEDING REGISTERED AGW VR	20.00	0	O		A
844	R 003 01 B	EXCEEDING PERMITTED SINGLE AXLE WEIGHT VR	20.00	0	O		A
845	R 003 01 C	EXCEEDING STEERING AXLE RATING VR	20.00	0	O		A
846	R 003 01 E	EXCEEDING PERMITTED TANDEM WEIGHT VR	20.00	0	O		A
847	R 003 07	EXCEEDING POSTED AGW ON BRIDGE VR	20.00	0	O		A
848	R 006 08	EXCEEDING AGW OR AXLE GROUPING ON PERMIT VR	29.00	0	O		A
849	R 009	EXCEEDING SINGLE VEHICLE LENGTH OF 12 METERS VR	10.00	0	O		A
850	R 009 C	EXCEEDING COMBINATION VEHICLE LENGTH OF 20 METERS VR	10.00	0	O		A
851	R 013	VIOLATION OF SPECIAL PERMIT VR	500.00	0	O		A
852	M 198 05 C	REFUSING TO HAVE VEHICLE WEIGHED	300.00	0	O		A
853	M 198 05 D	REFUSING TO REMOVE EXCESS WEIGHT	300.00	0	O		A
854	R 007 07 U II	BRAKE LIGHT EMITTING OTHER THAN RED/AMBER LIGHT	10.00	0	M		A
855	M 035	FAILING TO REPLACE LOST MUTILATED VEHICLE LICENCE OR ID PLATES ETC	5.00	0	O		A
856	M 199 01 2	DEFECTIVE OR REMOVED SEATBELTS	25.00	0	M		A
857	M 199 01 3	DRIVER NOT WEARING SEATBELT	25.00	0	M		A
858	M 199 01 4	PASSENGER OVER 16 YEARS OF AGE NOT WEARING SEATBELT	25.00	0	M		A
859	M 199 01 5	PASSENGER UNDER 16 YEARS OF AGE NOT WEARING SEATBELT	25.00	0	M		A
860	M 199 01 6	CHILD INSECURELY SEATED	25.00	0	M		A
861	R 021	PASSING ON LEFT WHEN UNSAFE TO DO SO MP	25.00	0	M		A
862	R 022	PASSING STOPPED SCHOOL BUS MP	25.00	0	M		A
863	R 023	DISOBEYING STOP SIGN MP	25.00	0	M		A
864	R 024 A	DISOBEYING NO ENTRY SIGN MP	10.00	0	M		A
865	R 024 B	DISOBEYING ONE WAY STREET SIGN MP	10.00	0	M		A
866	R 038	BACKING WHEN UNSAFE TO DO SO MP	25.00	0	M		A
867	M 026	DRIVING ON THE SIDEWALK MP	25.00	0	M		A
868	R 003 B	SPEED GREATER THAN POSTED SIGN MP	25.00	0	S		A
869	R 020 A	DISOBEYED A FLASHING AMBER LIGHT MP	25.00	0	M		A
870	R 020 B	DISOBEYED A FLASHING REC LIGHT MP	25.00	0	M		A
871	M 018	DRIVING ON OTHER THAN ROADWAY MUN	10.00	0	M		A
872	R 023	DAMAGING A TRAFFIC CONTROL DEVICE MUN	10.00	0	M		A
873	R 011 04 III	UNLAWFULLY ISSUE AN INSPECTION STICKER DISR	250.00	0	M		A
874	R 004 01	OPERATING A PUBLIC SERVICE VEHICLE W/O VALID MOTOR CARRIER CERTIFICATE	25.00	0	T		A

INTERNAL CODE	ACT	-	ID		DESCRIPTION	FINE	PTS	VIOLAT CODE	INACTIVE DATE	S T
575	R	016			OPERATING A PUBLIC SERVICE VEHICLE WHILE CERTIFICATE SUSP OR CANC	50.00	0	T		A
576	R	017	01	A	MOTOR CARRIER ID PLATE NOT PROPERLY AFFIXED	5.00	0	T		A
577	R	017	01	B	UNLAWFULLY MARK OR DEFACE MOTOR CARRIER ID PLATE	50.00	0	T		A
578	R	017	02		OPERATING W/O VALID MOTOR CARRIER ID PLATE AFFIXED	10.00	0	T		A
579	R	018			OPERATING CONTRARY TO THE TERMS AND CONDITIONS OF MOTOR CARRIER CERT	25.00	0	T		A
580	R	020	01		ABANDONING SERVICE WITHOUT AUTHORIZATION MCR	50.00	0	T		A
581	R	020	04		FAIL TO REMOVE MOTOR CARRIER ID PLATE AFTER CERTIFICATE CANCELLED	25.00	0	T		A
582	R	028	03		FAIL TO REMOVE EXPIRED MOTOR CARRIER ID PLATE	5.00	0	T		A
583	R	030	01		MOTOR CARRIER ID PLATE AFFIXED TO VEHICLE OTHER THAN ISSUED FOR	50.00	0	T		A
584	R	030	02		OPERATING WITHOUT VALID MOTOR CARRIER ID PLATE AFFIXED	10.00	0	T		A
585	R	034			NO VALID MOTOR CARRIER PERMIT FOR VEHICLE	25.00	0	T		A
586	R	076			ILLEGALLY TRANSPORTING BAGGAGE IN PASSENGER COMPARTMENT PPU	25.00	0	T		A
587	R	078			CARRYING EXPLOSIVES OR DANGEROUS SUBSTANCES PPU	100.00	0	T		A
588	R	007	02	A	NO HEADLIGHTS LE	10.00	0	M		A
589	R	021			REQUIRED EQUIPMENT TO BE MAINTAINED IN GOOD WORKING ORDER LE	10.00	0	M		A
590	R	027	01		MOTOR CARRIER ID SIGNS NOT AFFIXED TO VEHICLE PPU	25.00	0	T		A
591	R	022	02	A	FAILURE TO HAVE PICTURE/NAME AND ADDRESS DISPLAYED IN TAXI TB	10.00	0	D		A
592	R	008		B	SPEEDING BOWRING PARK	25.00	0	S		A
593	R	019	02		OPERATE PSV AT RATES OTHER THAN APPROVED PU	25.00	0	T		A
594	R	086			NO LOCAL MOVING ORDER BILL ETC COVERING SHIPMENTS TRANS PU	25.00	0	T		A
595	R	019			FAILURE TO OBEY TRAFFIC SIGN/ POLICE OFFICER MUN	10.00	0	C		A
596	R	046	08		IN POSSESSION OF AN INCOMPLETE BILL OF LADING OR WAYBILL	10.00	0	T		
597	R	003	01		OPERATING AN EXTRA PROVINCIAL UNDER TAKING WITHOUT LICENCE PU	25.00	0	T		A
598	R	007	01		SELLING ASSIGNING TRANSFERRING OR LEASING MC CERT WITHOUT APPROVAL PU	25.00	0	T		A
599	R	038			INTERCHANGING FREIGHT VEHICLES WITHOUT AUTHORITY	25.00	0	T		A
600	R	046	04		NOT IN POSSESSION OF A BILL OF LADING COVER SHIPMENTS TRANSPORTED PU	25.00	0	T		A
601	R	078			FARE SCHEDULE AND/OR TIMETABLE NOT POSTED IN VEHICLE PU	25.00	0	T		A
602	R	040	02	C	NON RESIDENT FAILING TO REGISTER VEHICLE AFTER 3 MONTHS	50.00	0	M		A
603	R	008			SQUEALING TIRES CORNER BROOK ANTI NOISE BY LAW	50.00	0	C		A
604	R	008			SQUEALING TIRES TOWN OF BONAVISTA MUN BY LAW	25.00	0	D		A
605	R	010		C 10	PARKED IN CROSSWALK MP	25.00	0	D		A
606	R	011		D	PARKED WITHIN 5 METRES OF FIRE HYDRANT OF	25.00	0	D		A
607	R	011		N	NO PARKING ANYTIME OF	10.00	0	D		A
608	R	011		O	PARKED ON LEFT SIDE OF THE STREET OF	10.00	0	D		A
609	R	004	02		EXPIRED METER OF	5.00	0	D		A
610	R	008			NO PARKING ANYTIME CARBONEAR HOSP	5.00	0	D		A
611	R	014			PARKED INTERFERING WITH PRIVATE/PUBLIC DRIVEWAY/PARKING SPACE OF/M	10.00	0	D		A
612	R	008	0A		SPEEDING OVER 40 KM/H OF	25.00	0	S		A
613	R	081	01		FAIL TO OBEY TRAFFIC SIGNAL OF	10.00	0	C		A
614	R	011		E	PARKED WITHIN CROSSWALK OF	10.00	0	D		A
615	R	013			PARKED ACROSS PARKING LOT OF	10.00	0	D		A
001	R	001			PARKED WITHOUT PERMIT PM	5.00	0	D		A
002	R	002			NO PARKING ANYTIME PM	5.00	0	D		A
003	R	003			NO PARKING EXCEPT BY PERMIT PM	5.00	0	D		A
004	R	004			FAILING TO COMPLY WITH PARKING REGULATIONS PM	5.00	0	C		A
005	R	005			FAILING TO COMPLY WITH CONDITIONS ON PARKING TICKET PM	5.00	0	D		A
006	R	001			EXPIRED METER MUN	5.00	0	D		A
007	R	002			NO VALID UNIVERSITY PERMIT MUN	5.00	0	C		A
008	R	003			PARKED AND DISPLAYING PERMIT CONTRARY TO REGULATIONS	5.00	0	D		A
009	R	004			PARKED OTHER THAN IN DESIGNATED PERMIT AREA MUN	5.00	0	D		A

INTERNAL CODE	ACT - ID	DESCRIPTION	FINE	PTS	VIOLAT CODE	INACTIVE DATE	S T
810	M 005	PARKED ON CAMPUS ROADWAY MUN	5.00	0	0		A
811	M 006	PARKED IN NON DESIGNATED AREA MUN	5.00	0	0		A
812	M 007	PARKED IN LOADING ZONE MUN	5.00	0	0		A
813	M 008	PARKED IN WRONG DIRECTION MUN	5.00	0	0		A
814	M 009	DOUBLE PARKED MUN	5.00	0	0		A
815	M 010	IMPROPERLY PARKED MUN	5.00	0	0		A
816	M 011	DISPLAYING PERMIT ON IMPROPER VEHICLE MUN	5.00	0	0		A
817	M 012	NOT PARKED WITHIN DESIGNATED TIME MUN	5.00	0	0		A
818	M 013	PARKED ON BUS STOP MUN	5.00	0	0		A
819	M 014	OBSTRUCTING TRAFFIC MUN	10.00	0	0		A
820	M 015	PARKED LESS THAN 1 METER FROM HYDRANT MUN	10.00	0	0		A
821	M 008	BUS STOP MP	10.00	0	0		A
822	M 006	OBSTRUCTING TRAFFIC MP	10.00	0	0		A
823	M 009	LOADING OR UNLOADING COMMERCIAL VEHICLE OBSTRUCTING TRAFFIC MP	25.00	0	M		A
824	M 010 A	COMMERCIAL VEHICLE PARKED IN RESIDENTIAL ZONE WITHOUT PERMIT MP	5.00	0	C		A
825	M 014	PARKED IN RESERVED AREA CN/PO	10.00	0	0		A
826	M 014	PARKED IN NO PARKING AREA CN/PO	7.00	0	C		A
827	M 014	OVERTIME PARKING CN/PO	7.00	0	C		A
828	M 014	IMPROPER PAPKING CN/PO	7.00	0	0		A
829	M 014	OBSTRUCTING TRAFFIC CN/PO	7.00	0	0		A
830	M 016	NO PARKING AREA AIRPORT	7.00	0	0		A
831	M 018	LOADING ZONE AIRPORT	10.00	0	0		A
832	M 020	RESERVED AREA AIRPORT	15.00	0	0		A
833	M 021	OVERPARKED IN TIME ZONE AIRPORT	10.00	0	0		A
834	M 024	EXPIRED METER AIRPORT	10.00	0	0		A
835	M 028	IMPROPERLY PARKED AIRPORT	5.00	0	C		A
836	M 001	NO DRIVING OR PARKING ON ANY PARKS AREA MBL	10.00	0	C		A
837	M 017	PARKED IN AN AREA NOT INTENDED FOR MOTOR VEHICLE USE AIRPORT	10.00	0	C		A
838	M 010 B	FAIL TO OBTAIN PERMIT TO PARK COMM VEHICLE IN RESIDENTIAL ZONE MP	10.00	0	0		A
839	M 006 19	FAIL TO OBEY TRAFFIC SIGN / SECURITY OFFICER MUN	10.00	0	0		A
840	M 041 01 I	FAIL TO DISPLAY VALID IC AIRPORT	10.00	0	0		A
841	M 014	PROHIBITED PARKING UNDER GOVT PROPERTY TRAFFIC REGULATIONS	20.00	0	0		A
842	M 021	DEFACING OR COPYING PUN PERMIT	5.00	0	0		A
843	M 061 03	OTHER THAN TAXICAB PARKING ON TAXICAB STAND TB	10.00	0	0		A
844	M 006	NO MOTORCYCLE OR MOTORIZED SNOW VEHICLE PERMITTED IN BOWRING PARK	5.00	0	0		A
845	M 019 A	PARKED ON SIDEWALK MP	10.00	0	0		A
846	M 019 B	DRIVEWAY OR LOADING DOOR MP	10.00	0	0		A
847	M 019 C	PARKED IN INTERSECTION MP	10.00	0	0		A
848	M 019 D	FIRE HYDRANT MP	10.00	0	C		A
849	M 019 F	OBSTRUCTING THE ENTRANCE OR EXIT OF PUBLIC BUILDING MP	25.00	0	C		A
850	M 019 G	NO PARKING MP	10.00	0	0		A
851	M 004 A	COMMERCIAL VEHICLE PARKED IN RESIDENTIAL ZONE MPCVR	10.00	0	C		A
852	M 005 A	COMMERCIAL VEHICLE PARKED ADJACENT TO RESIDENTIAL BUILD OR DWAY MPCVR	10.00	0	0		A
853	M 030	RESERVED PARKING DEER LAKE AIRPORT	10.00	0	0		A
854	M 016	NO PARKING ANYTIME DEER LAKE AIRPORT	10.00	0	0		A
855	M 023	EXPIRED METER DEER LAKE AIRPORT	10.00	0	0		A
856	M 040 01 D	OBSTRUCTING TRAFFIC AIRPORT	5.00	0	0		A
857	M 016	LOADING AREA DEER LAKE AIRPORT	15.00	0	0		A
858	M 021	3 MINUTE PARKING DEER LAKE AIRPORT	15.00	0	0		A
859	M 005 02	EXPIRED METER CITY HALL CORNER BROOK	10.00	0	C		A

INTERNAL CODE	ACT	-	ID	DESCRIPTION	FINE	PTS	VIOLAT CODE	INACTIVE DATE	S T
860	R	001		NO PARKING ANYTIME CITY HALL CORNER BROOK	5.00	0	0		A
861	R	002		OBSTRUCTING TRAFFIC/FIRE HYDRANT CITY HALL CORNER BROOK	10.00	0	0		A
862	R	003		PARKED 18 INCHES (45 CM) FROM CURB CITY HALL CORNER BROOK	10.00	0	0		A
863	R	004		PARKED ON OR WITHIN 25 FEET OF BUS STOP CITY HALL CORNER BROOK	10.00	0	0		A
864	R	006		PARKED WITHIN 25 FEET (8 METRES) FROM INTERSECTION CITY HALL CR BROOK	5.00	0	0		A
865	R	016		NO PARKING 1AM TO 8AM CITY HALL CORNER BROOK	20.00	0	0		A
866	R	014	03	PARKING CONTRARY TO SIGNS CITY HALL CORNER BROOK	10.00	0	0		A
867	R	003	A	NO PARKING ANYTIME DEER LAKE	5.00	0	0		A
868	R	008		PARKING NEAR FIRE HYDRANT DEER LAKE	10.00	0	0		A
869	R	008	02	BLOCKING DRIVEWAY DEER LAKE	10.00	0	0		A
870	R	002		NO PARKING 1AM TO 8AM DEER LAKE	10.00	0	0		A
871	R	005		DOUBLE PARKED DEER LAKE	10.00	0	0		A
872	R	008	01	PARKING ON SIDEWALK DEER LAKE	10.00	0	0		A
873	R	008	03	OBSTRUCTING TRAFFIC DEER LAKE	10.00	0	0		A
874	R	003		SNOW CLEARING DEER LAKE	10.00	0	0		A
875	R	004	02	EXPIRED METER DEER LAKE	5.00	0	0		A
876	R	003	02	PARKING IN EXCESS OF ONE HOUR ON EXPIRED METER DEER LAKE	5.00	0	0		A
877	R	006	A	COMMERCIAL VEHICLES PARKED IN RESIDENTIAL ZONE DEER LAKE	10.00	0	0		A
878	R	002	01	THROWING LITTER ONTO STREETS OR PARKS ETC DEER LAKE	50.00	0	0		A
879	R	004		PARKING WITHOUT PERMIT WESTERN MEMORIAL HOSPITAL CB	5.00	0	0		A
880	R	008		BLOCKING OR IMPEDING TRAFFIC WESTERN MEMORIAL HOSPITAL CB	5.00	0	0		A
881	R	006	02	PARKING METER EXPIRED/PARKING METER VIOLATION WESTERN MEM HOSP CB	5.00	0	0		A
882	R	003		NO PARKING WESTERN MEMORIAL HOSPITAL CB	20.00	0	0		A
883	R	008	03	PARKING WITHIN ENTRANCE TO HOTEL CHURCH ETC DEER LAKE	10.00	0	0		A
884	R	008	04	PARKING BETWEEN SAFETY ZONE DEER LAKE	10.00	0	0		A
885	R	006		ILLEGALLY PARKED DEER LAKE	5.00	0	0		A

APPENDIX F



METROPOLITAN ST. JOHN'S, NEWFOUNDLAND

H : High Class
M : Middle Class
L : Low Class

Source: Postal Department, NF

APPENDIX G

A chi-square analysis is a statistical method frequently used by researchers to determine data significance. Basically, this methodology involves the measurement of differences between non seat belt users (observed number) and seat belt users (expected number). These calculations result in numerical criteria which are then compared with appropriate values of the chi-square distribution which are commonly available from statistical charts. The computations are made using the chi-square formula :

$$X^2 = \frac{(o - e)^2}{e}$$

where :

X^2 = discrepancy between observed and expected frequencies

o = observed non seat belt users

e = expected seat belt users

A null hypothesis (Ho) and alternative hypothesis (Ha) were developed. If the chi-square value obtained exceeds the chi-square distribution value at the 0.05 (or 0.01) confidence level, the hypothesis will be rejected and the alternative hypothesis will be accepted. The number of degrees of freedom is determined by (k - 1).

APPENDIX H

Ho : seat belt usage was independent of sex

Ha : seat belt usage do interact with sex

Test statistics : $X^2 = \frac{[o - e - 0.5]^2}{e}$

Sex	No Seat Belt (o)	With Seat Belt (e)	$\frac{[o - e - 0.5]^2}{e}$
Male	281	235	8.81
Female	109	155	13.95
Total			22.76

Degree of Freedom : 1

Rejection Region :

$X^2_{0.05} = 3.84146$

$X^2_{0.01} = 6.63490$

Conclude :

For 1 degree of freedom at the 0.05 level, the chi-square must not exceed 3.84146. Since the chi-square calculated exceeded 3.84146, conclude the null hypothesis was rejected and the alternative hypothesis was accepted. By looking at the individual elements, female had a higher rate of wearing seat belt for 99% confidence interval.

Source: Calculated by author

APPENDIX I

Ho : seat belt usage was independent of age
Ha : seat belt usage do interact with age

Test statistics : $X^2 = \frac{(o - e)^2}{e}$

Age	No Seat Belt (o)	With Seat Belt (e)	$\frac{(o - e)^2}{e}$
16-24	38	21	13.76
25-44	192	205	0.82
45-64	112	109	0.08
65+	48	55	0.89
Total			15.55

Degree of Freedom : 3

Rejection Region :

$X^2_{0.05} = 7.81473$

$X^2_{0.01} = 11.3449$

Conclude :

- Reject Ho in favour of Ha
- Seat belt usage do interact with age
- Older people had a higher wearing rate with 99% confidence level.

Source: Calculated by author

APPENDIX J

Ho : seat belt usage was independent of violations (moving and non-moving)

Ha : seat belt usage does interact with violations

Test statistics : $X^2 = \frac{(0 - e)^2}{e}$

Number of Violations	No Seat Belt (0)	With Seat Belt (e)	$\frac{(0 - e)^2}{e}$
1	101	83	3.90
2	32	19	8.89
3	15	5	20.00
4	9	6	1.50
5+	6	1	25.00
Total			59.29

Degree of Freedom : 4

Rejection Region :

$X^2_{0.05} = 9.48773$

$X^2_{0.01} = 13.2767$

Conclude :

Seat belt usage does interact with violations (99% confidence level)

Source: Calculated by author

APPENDIX K

Ho : seat belt usage was independent of moving violations

Ha : seat belt usage do interact with moving violations

Test statistics : $X^2 = \frac{(o - e)^2}{e}$

Number of Moving Violations	No Seat Belt (0)	With Seat Belt (e)	$\frac{(o - e)^2}{e}$
1	75	66	1.23
2	27	18	4.50
3	11	4	12.25
4	4	5	0.20
5+	4	0	0
Total			18.18

Degree of Freedom : 4

Rejection Region :

$X^2_{0.05} = 9.48773$

$X^2_{0.01} = 13.2767$

Conclude :

Seat belt usage do interact with moving violations. Statistically it had both 95% and 99% confidence interval.

Source: Calculated by author

APPENDIX L

Ho : seat belt usage was independent of non-moving violations

Ha : seat belt usage do interact with non-moving violations

Test statistics : $X^2 = \frac{(o - e)^2}{e}$

Number of Non-moving Violations	No Seat Belt (o)	With Seat Belt (e)	$\frac{(o - e)^2}{e}$
1	31	20	6.05
2	8	3	8.33
3	6	1	25.00
4	5	1	16.00
5+	2	1	1.00
Total			56.38

Degree of Freedom : 4

Rejection Region :

$X^2_{0.05} = 9.48773$

$X^2_{0.01} = 13.2767$

Conclude :

Seat belt usage does interact with non-moving violations with 99% confidence interval.

Source: Calculated by author

APPENDIX M

Ho : seat belt usage was independent of the number of accidents
Ha : seat belt usage does interact with the number of accidents

Test statistics : $X^2 = \frac{(o - e)^2}{e}$

Number of Accidents	No Seat Belt (o)	With Seat Belt (e)	$\frac{(o - e)^2}{e}$
1	75	60	3.75
2	10	4	9.00
3	2	1	1.00
4	1	0	0
Total			13.75

Degree of Freedom : 3

Rejection Region :

$X^2_{0.05} = 7.8147$

$X^2_{0.01} = 11.3449$

Conclude :
Seat belt usage does interact with the number of accidents. Non belt users were 10% more likely to be involved in an accident. This increased to 43% more in drivers having two accidents. The findings are statistically valid for both 95% and 99% confidence level.

Source: Calculated by author

APPENDIX N

Ho : seat belt usage was independent of social economic status
Ha : seat belt usage does interact with social economic status

Test statistics : $X^2 = \frac{(o - e)^2}{e}$

Class Level	No Seat Belt (o)	With Seat Belt (e)	$\frac{(o - e)^2}{e}$
High	24	25	0.040
Middle	244	243	0.004
Lower	122	122	0
Total			0.044

Degree of Freedom : 2

Rejection Region :

$X^2_{0.05} = 5.99147$

$X^2_{0.01} = 9.21034$

Conclude :
Seat belt usage does not interact with social economic status. The analysis showed null hypothesis was accepted and belt use has very little relationship with social economic status.

Source: Calculated by author